
Jodhpur Railway

COMPLIMENTARY

ANNUAL REPORT

1940-41.

SECTION I.

Report by the Manager

JODHPUR RAILWAY.

No. S. T. 1/266

Jodhpur, dated the 8th July 1941.

FROM

H. G. RAWLINS, ESQR,

ACTING MANAGER,

JODHPUR RAILWAY,

Jodhpur.

TO

THE SECRETARY,

RAILWAY BOARD,

Simla.

SIR,

I have the honour to submit herewith my Report for the Financial year 1940-41 on the General Administration and Financial Results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Railway.

I have the honour to be,

Sir,

Your most obedient servant,

H. G. RAWLINS,

*Ag. Manager,
Jodhpur Railway.*

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ANNUAL REPORT.

CHAPTER I

General Review.

1. The following statements bring into prominence the more important features of the operation of Jodhpur Railway during the year 1940-41 together with similar information for the year 1939-40

JODHPUR RAILWAY (WHOLE SYSTEM)

Particulars	1939 40	1940-41
MILEAGE OPEN —		
1 Single Line ..	1,092 43	1,125 69
2 Double Line ..	Nil	Nil
3 Total Route Mileage	1,092 43	1,125 69
4 Total Track Mileage	1,279 75	1,315 26
CAPITAL AND REVENUE EARNINGS AND EXPENDITURE —	Rs	Rs
5 Total Capital Outlay including suspense on Open Line . . .	6,27,04,735	6,35,91,627
6 Gross Earnings ..	1,38,37,888	1,50,75,641
7 Gross earnings per train mile .	5 60	6 12
8 Working Expenses ..	79,56,820	72,46,585
9 Working expenses per train mile	3 22	2 94
10 Net Earnings	58,81,068	78,29,056
11 Percentage of total working expenses to gross earnings	57 50	48 07
12 Percentage of net earnings on total Capital Outlay on Open Line ..	9 38	12 31
EQUIPMENT —	No	No
13 Locomotives . . .	103	103
14 Passenger carriages ..	283	283
15 Other passenger carriages ..	88	93
16 Goods stock	2,905	2,905
17 Motor Inspection Trolleys .	7	8
18. Rail Motor Car for inspection .	1	1
PASSENGER TRAFFIC —	No	No
19 Number of passengers carried . .	5 07,1,777	5,601,935
	Miles	Miles
20 Passenger miles	201,013,481	218 457,705
21 Average journey .	39 6	39.0
22 Earnings from passengers carried excluding refunds . . .	Rs 41 59,200	Rs 47,17,817
	Pies	Pies
23 Average rate charged per passenger per mile	3 97	4 15
24 Total Coaching Earnings .	Rs 46,82,414	Rs 54,63,199
	Tons	Tons
GOODS TRAFFIC —	Tons	Tons
25 Number of tons carried ..	1,631 258	1,308,606
	Miles	Miles
26 Net ton miles	216,788,837	213,505,305
27 Average haul	132 9	163 0
28 Earnings from tonnage carried ..	Rs 85,77,053	Rs 90,69,525
	Pies	Pies
29 Average rate charged for carrying a ton of goods one mile	7 60	8 16
30 Total Goods Earnings	Rs 86,26,677	Rs 91,01,550
31 Miscellaneous Earnings ..	5,28,797	5 10,892
	No	No
32 Number of employees on 31st March	8,694	8,480
33 Number of stations on 31st March	170	174

JODHPUR RAILWAY (J SECTION)

Particulars	1939--40	1940--41
MILEAGE OPEN —		
1 Single Line .	773 69	806 95
2 Double Line . . .		
3 Total Route mileage .	773 69	806 95
4 Total Track Mileage	893 96	929 79
CAPITAL AND REVENUE EARNINGS AND EXPENDITURE —		
	Rs	Rs
5 Total Capital Outlay including suspense on Open Line	4,97,14,629	5,05,31,621
6 Gross Earnings . . .	93,79,966	1 03,79,795
7 Gross earnings per train mile . . .	6 22	6 85
8 Working Expenses	51,92,083	46,38,660
9 Working expenses per train mile .	3 44	3 06
	Rs	Rs
10 Net Earnings . . .	41,87,883	57,41,135
11 Percentage of total working expenses to gross earnings . . .	55 35	44 69
12 Percentage of net earnings on total Capital Outlay on Open Line . . .	8 42	11 36
PASSENGERS TRAFFIC —		
13 Number of passengers carried .	2,279,732	2,596,719
	Miles	Miles
14 Passenger miles . . .	122,082,286	137 033,226
15. Average Journey . . .	53 6	52 8
	Rs	Rs
16 Earnings from passengers carried excluding refunds . . .	25,34,181	29,67,787
	Pies	Pies
17 Average rate charged per passenger per mile	3 99	4 16
	Rs	Rs
18 Total Coaching Earnings	29,06,014	35,10,963
GOODS TRAFFIC —		
	Tons	Tons
19 Number of tons carried	1,266,672	1,031,384
	Miles	Miles
20 Net ton miles .	158,728,052	162,745,005
21 Average haul . . .	125 3	157 8
	Rs	Rs
22 Earnings from tonnage carried	59,67,692	63,93,902
	Pies	Pies
23 Average rate charged for carrying a ton of goods one mile . . .	7 22	7 54
	Rs	Rs
24 Total Goods Earnings . . .	60,07,212	64,14 300
25 Miscellaneous Earnings .	4,66,740	4 54,532
	No	No
26 Number of stations on 31st March	117	121

JODHPUR-HYDERABAD RAILWAY (BRITISH SECTION) —

Particulars	1939-40.	1940 41
MILEAGE OPEN —		
1 Single Line .. .	269 24	269 24
2 Double Line		
3 Total Route Mileage	269 24	269 24
4 Total Track Mileage ..	330 64	330 15
CAPITAL AND REVENUE EARNINGS AND EXPENDITURE —		
	Rs	Rs
5 Total Capital Outlay including suspense on open line	1,19,99,942	1,20,66,135
6 Gross Earnings .	41 22,228	43,65,025
7 Gross earnings per train mile .	4 70	5 00
8. Working Expenses	25,95,349	24,09,432
9 Working expenses per train mile .	2 96	2 76
10 Net Earnings ..	15,26 879	19,55,593
11 Percentage of total working expenses to gross earnings ..	63 0	55 20
12 Percentage of net earnings on total Capital Outlay on Open line ..	12 72	16 21
PASSENGER TRAFFIC —		
13 Number of passengers carried .	2,765,555	2,948,613
	Miles	Miles
14 Passenger miles ..	75,140,131	77,641,195
15 Average Journey ..	27 2	26 3
	Rs	Rs
16 Earnings from passengers carried excluding refunds .. .	15,11,771	16,33,249
	Pies	Pies
17 Average rate charged per passenger per mile .	3 86	4 04
	Rs	Rs
18 Total Coaching Earnings	16 58,770	18,29 330
GOODS TRAFFIC —		
	Tons	Tons
19 Number of tons carried .	723,660	644,037
	Miles	Miles
20 Net ton miles . ..	52 799,875	47,838,895
21 Average haul .. .	73 0	74 3
	Rs	Rs
22 Earnings from tonnage carried	23,93,425	24,70,598
	Pies	Pies
23 Average rate charged for carrying a ton of goods one mile . ..	8 71	9 92
	Rs	Rs
24 Total Goods Earnings .. .	24,02,836	24,80,688
25 Miscellaneous Earnings ..	60,622	55,007
	No	No
26 Number of stations on 31st March .	44	44

* Excluding the Mirpurkhas-Khadro Railway

MIRPURKHAS—KHADRO RAILWAY

Particulars	1939-40	1940-41
MILEAGE OPEN —		
1 Single Line .	49 50	49 50
2 Double Line ..		
3 Total Route Mileage .	49 50	49 50
4 Total Track Mileage .	55 15	55 32
CAPITAL AND REVENUE EARNINGS AND EXPENDITURE —	Rs	Rs
5 Total Capital Outlay including suspense on Open line . ..	9,90,164	9,93,871
6 Gross Earnings	3,35,694	3,30,821
7 Gross Earnings per train mile	3 97	4 43
8 Working Expenses	1,69,388	1,98,493
9 Working expenses per train mile	2 00	2 66
10 Net Earnings	1,66,306	1,32,328
11 Percentage of total working expenses to gross earnings	50 5	60 0
12 Percentage of net earnings on total Capital Outlay on Open Line	16 8	13 3
PASSENGER TRAFFIC —		
13 Number of passengers carried ..	No 204,801	No 221,018
14 Passenger miles .	Miles 3,791 064	Miles 3,783,284
15 Average Journey	18 5	17 1
16 Earnings from passengers carried excluding refunds ..	Rs 1,13,248	Rs 1,16,781
17 Average rate charged per passenger per mile	Pies 5 74	Pies 5 93
18 Total Coaching Earnings	Rs 1,17,630	Rs 1,22,906
GOODS TRAFFIC —	Tons	Tons
19 Number of tons carried	1,24,564	84,900
20 Net ton miles	Miles 5,260,910	Miles 2,921,405
21 Average haul	42 2	34 4
22 Earnings from tonnage carried	Rs 2,15,936	Rs 2 05,025
23 Average Rate charged for carrying a ton of goods one mile	Pies 7 88	Pies 13 5
24 Total goods Earnings . ..	Rs 2,16,629	Rs 2,06,562
25 Miscellaneous Earnings .	Rs 1,435	Rs 1,353
26 Number of stations on 31st March	No 9	No 9

2 Local Advisory Committee—There are no local Advisory Committees on this Railway

3 Steps taken to improve earnings and reduce working expenses—

(a) *Management Department*—Drastic cuts were made in the Capital and Revenue Budgets due to the war. New minor works were curtailed to the barest minimum. Coaching building and re-building programmes were also curtailed in view of the colossal rise in the prices of material. Strictest economy has been enforced in the use of stationery and forms.

(b) *Engineering Department*—Essential works only were undertaken and the use of metals and of imported material has been avoided as much as possible.

(c) *Loco Department*—Every effort is made to economise in stores and material. Overtime of the running staff is reduced to a minimum.

Texaco roofing material was substituted for linoleum on the floors of 1st and 2nd class carriages.

Use of all lead sheeting on carriages has been discontinued and galvanised iron sheets were substituted.

Minimum sizes of the tyres, journals and axles have been further reduced. Axles of tenders that are worn too much in side play are fitted with internal and external cellars, thus bringing the axle to its normal size and increasing the life of each by five years.

All saturated cylinder parts are now being patched and also patches are welded. This has resulted in enormous saving without trouble.

Tyre flanges of driving wheels of two H G type locomotives have been removed with the idea of lessening the wear on the flanges of the other wheels.

Interiors of first class compartment of carriages are finished with battle-ship grey which gives a better appearance and is more economical than varnishing or polishing and also in up-keep.

All Coaching and Goods stock axle boxes are packed with Cotton Waste No. III instead of Cotton Waste No. I.

All old buffer hooks are re-conditioned and tested to 30 tons. All old nuts and bolts are re-claimed.

All shackle pins and draw bars are annealed with the result that few are manufactured and thus causing much saving.

Wagons are only touched up internally instead of full painting.

All C & W brake blocks are now cast in chills and are annealed resulting in saving in labour.

G Alloy is now made with rejected Tandam 'C' resulting in saving of tin block and zinc which is not only difficult to obtain but also very costly.

Piston rods of hammers are replaced with rods made from old condemned axles

(d) *Stores Department*.—Strict economy is being exercised in the use of paper and stationery articles by adopting various expedients

(e) *Traffic Department* —Please refer to para 32 in Chapter IV

4 Effects of war on earnings and expenditure —

(a) *Engineering Department* —The effect of the war on expenditure has been less than anticipated, the rates for building contracts have not yet gone up to any great extent and this also applies to most indigenous materials. But there has of course been a big increase in the cost of metals and of imported material

(b) *Loco Department* —The effects of the war were not felt to an appreciable extent on the expenditure of this department during the year under review partly due to most of the stores having been purchased or contracted for before the rise in the market and partly due to making an extensive use of reclamation of scrap material where possible

(c) *Stores Department* —The increase in cost of material due to war would normally have been resulted in increased expenditure under "Contingent expenses" of this Department but by the steps taken to reduce expenses in the use of paper and stationery articles, there has actually been a saving under this head

(d) *Traffic Department* —Both earnings and expenditure have increased in consequence of the war. The Railway has profited through the carriage of (a) certain traffic which would normally have been carried by sea, and (b) additional military traffic. The supplementary charge, which was introduced in consequence of the war has resulted in additional earnings of Rs 8,58,507

There is an increase in expenditure on almost all items of stores

5 Job Analysis —

Loco Department —The work on Job analysis in connection with hours of employment regulations has been taken in hand

Stores Department —Due to exceptional rush of work on account of war, full consideration of the Job analysis report submitted by the Office Director was not possible. No new economies were effected in the year under review except those referred to in para 3 (d) above

6 Closing of unremunerative Branch Lines —Nil

7 Financial contribution towards the war —The following financial contributions to the war effort have been made by the Jodhpur Railway staff —

	Rs
(i) Jodhpur Bomber & Motor Ambulance Fund	40,253
(ii) Jodhpur Railway War Work Party Fund	3,195
(iii) Viceroy's War Purposes Fund	1,392
Total	44,840

CHAPTER II

Financial Results

8 Capital invested and return thereon—The statement below exhibits Capital invested, return on Capital Outlay, Gross Earnings, Net Earnings and Operating Ratio of the Railways comprising the whole system at the close of the year 1940-41 with similar figures for the previous year

Railways	Years	Total capital outlay, including construction and suspense	Total capital outlay on open line including suspense	Return on capital outlay given in column 3	Gross Earnings	Net Earnings	Operating Ratio
1	2	3	4	5	6	7	8
		Rs	Rs	%	Rs	Rs	%
Jodhpur Railway (Whole System)	1939-40	6,49,30,485	6,27,04,735	9.06	1,38,37,888	58,81,068	57.5
	1940-41	6,59,00,316	6,35,91,027	11.88	1,50,75,641	78,29,056	48.1
Jodhpur Railway (Jodhpur Section)	1939-40	5,06,37,809	4,97,14,629	8.27	93,79,966	41,87,883	55.4
	1940-41	5,15,39,513	5,05,31,621	11.14	1,03,79,795	57,41,135	44.7
Jodhpur Hyderabad Railway (British Section)	1939-40	1,33,02,512	1,19,99,942	11.5	41,22,228	15,26,879	63.0
	1940-41	1,33,66,932	1,20,66,135	14.63	43,65,025	19,55,593	55.2
Mirpurkhas Khadro Railway	1939-40	9,90,164	9,90,164	16.8	3,35,694	1,66,306	50.5
	1940-41	9,93,871	9,93,871	13.31	3,30,821	1,32,328	60.0

9 Gross Earnings—An analysis of the Gross Earnings for the last two years is given below—

Jodhpur Railway—(Whole System)

Heads	1939-40	1940-41	DIFFERENCE	
			Increase	Decrease
	Rs	Rs	Rs	Rs
Passenger earnings	41,59,200	47,17,817	5,53,617	
Other coaching earnings	5,23,214	7,45,382	2,22,168	
Goods earnings from tonnage carried	85,77,053	90,69,525	4,92,472	
Other goods earnings	49,624	32,025		17,599
Sundry other earnings	5,23,797	5,10,892		17,905
Total	1,38,37,888	1,50,75,641	12,37,753	

Jodhpur Railway (Jodhpur Section)

Heads	1939-40	1940-41	DIFFERENCE	
			Increase	Decrease
	Rs	Rs	Rs	Rs
Passenger earnings	25,34,181	29,67,787	4,33,606	
Other coaching earnings	3,71,833	5,43,176	1,71,343	
Goods earnings from tonnage carried	59,67,692	63,93,902	4,26,210	
Other goods earnings	39,520	20,398		19,122
Sundry other earnings	4,66,740	4,54,532		12,208
Total	93,79,966	1,03,79,795	9,99,829	

Jodhpur-Hyderabad Railway (British Section)

H e a d s	1939-40	1940-41	D I F F E R E N C E	
			Increase	Decrease
	Rs	Rs	Rs	Rs
Passenger earnings	15,11,771	16,32,119	1,21,478	
Other coaching earnings	1,16,999	1,06,081	19,082	
Goods earnings from tonnage carried	21,93,425	21,70,595	77,173	
Other goods earnings	9,411	10,090	679	
Sundry other earnings	60,622	55,007		5,615
Total	11,22,228	13,65,025	2,42,797	

• Excluding Mirpurkhas-Khadro Railway

Mirpurkhas-Khadro Railway

H e a d s	1939-40	1940-41	D I F F E R E N C E	
			Increase	Decrease
	Rs	Rs	Rs	Rs
Passenger earnings	1,13,218	1,16,781	3,563	
Other coaching earnings	4,352	6,125	1,773	
Goods earnings from tonnage carried	2,15,936	2,05,025		10,911
Other goods earnings	69	1,537	844	
Sundry other earnings	1,455	1,353		82
Total	3,35,694	3,30,821		4,873

10. Passenger traffic earnings — From the statement below it will be seen that the earnings from Passenger traffic of the several Railways amounted to Rs 47,17,817/- in the year under review as compared with Rs 41,59,200/- in the previous year, resulting in an increase of Rs 5,58,617/-

Railways	Class	N U M B E R				E A R N I N G S			
		1939-40	1940-41	Increase	Decrease	1939-40	1940-41	Increase	Decrease
		No	No	No	No	Rs	Rs	Rs	Rs
Jodhpur Railway (whole System)	1st	3,358	4,476	1,118		55,090	90,866	35,776	
	2nd	30,231	32,572	2,341		1,07,341	2,45,461	48,123	
	Inter	138,739	154,171	15,432		1,61,528	1,51,062	19,534	
	3rd	4,899,449	5,410,766	511,317		37,45,241	42,00,425	4,55,184	
Jodhpur Railway (Jodhpur Section)	1st	2,743	4,112	1,369		41,849	66,611	24,762	
	2nd	19,256	21,689	2,433		1,34,059	1,67,574	33,515	
	Inter	38,695	14,155	5,460		71,282	82,281	10,999	
	3rd	2,219,038	2,526,763	307,725		22,86,991	26,51,321	3,64,330	
Jodhpur Hyderabad Railway (British Section)	1st	1,501	2,585	1,084		13,151	24,228	11,077	
	2nd	18,409	20,897	2,488		62,112	76,784	14,672	
	Inter	100,327	110,955	10,628		86,122	94,873	8,751	
	3rd	2,645,318	2,814,176	168,858		13,50,386	14,37,364	86,978	
Mirpurkhas Khadro Railway	1st	17	5		12	90	27		63
	2nd	613	547		66	1,170	1,106		64
	Inter	6,182	5,764		418	4,124	3,908		216
	3rd	197,989	214,702	16,713		1,07,864	1,11,740	3,876	

There is an all round increases in the passenger traffic earnings. It is partly due to improved passenger traffic and partly to the levy of supplementary charge.

Decreases in 1st, 2nd, and Inter, class traffic on Mirpurkhas-Khadro Branch is trivial and call for no remarks.

11 —Goods Traffic Earnings —The total earnings from Goods traffic of the several Railways amounted to Rs 90,69,525/- as compared with Rs 85,77,053/- in the previous year. The increase is, therefore, Rs 4,92,472/-

The tonnage carried in the year under review is 1,308,606 tons against 1,631,258 tons in the previous year. The decrease is due to less running of Departmental trains in the year under review.

The following table shows tons carried and earnings derived therefrom for the Railways comprising the system —

Railways	Tons Carried				Earnings			
	1939 40	1940 41	In-crease	De-crease	1939 40	1940 41	In-crease	De-crease
	Tons	Tons	Tons	Tons	Rs	Rs	Rs	Rs
Jodhpur Railway (Whole System)	1,631,258	1,308,606		322,652	85,77,053	90,69,525	4,92,472	
Jodhpur Railway (Jodhpur Section)	1,266,672	1,031,384		235,288	59,67,692	63,93,902	4,26,210	
Jodhpur-Hyderabad Railway (British Section)	723,660	644,037		79,623	23,93,425	24,70,598	77,173	
Mirpurkhas Khadro Railway	124,564	84,900		39,664	2,15,936	2,05,025		10,911

The tables below give the tonnage hauled and the earnings thereof for certain commodities during the year under review with similar figures for the year 1939-40 for the whole system, Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Railway separately. The explanations of increases and decreases are given for the whole system.

Jodhpur Railway — (Whole system)

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1939-40

Commodities	1939-40	1940-41	1939-40	1940-41	D I F F E R E N C E			
	Tons	Tons	Rs	Rs	Tons		Rupees	
					Increase	Decrease	Increase	Decrease
<i>Fuel —</i>								
1 Coal and Coke and patent fuel —								
(a) For the Public	16,810	14,083	40,871	37,532		2,727		3,339
(b) For Foreign Railways and Home Line construction	5,354	2,955	4,596	2,633		2,399		1,963
(c) Total	22,164	17,038	45,467	40,165		5,126		5,302
2 Oil Fuel	6,405	5,941	1,27,986	1,33,803		464		5,817
3 Firewood and Other fuel	17,548	16,471	40,675	43,475		1,077		2,800
<i>Heavy Merchandise —</i>								
4 Rice in the husk	1,535	1,306	9,714	6,486		229		3,228
5 Rice not in the husk	34,193	27,035	3,52,466	2,72,615		7,158		79,851
6 Gram and Pulse	41,465	40,129	10,661	2,98,848		1,336		11,813
7 Wheat	149,217	127,620	11,01,755	9,85,664		21,597		1,16,091
8 Jawar and Bajra	82,254	31,706	6,25,410	2,93,749		50,548		3,31,661
9 Other Grains	30,302	22,751	1,99,819	1,22,911		7,551		76,908
10 Marble and Stone	142,069	115,997	4,55,871	4,30,090		26,072		25,781
11 Salt	62,935	64,296	2,87,403	3,31,254	1,361		43,851	
12 Sugar, refined and un-refined	19,541	35,805	1,65,044	3,33,671	16,264		1,68,627	
13 Wood unwrought	7,991	8,911	36,176	50,705	1,220		14,529	
14 Metallic Ores			2	6			4	
15 Oil seeds	71,170	90,257	6,20,465	8,55,331	19,087		2,34,866	
16 Cotton Raw Pressed	48,152	61,969	5,74,517	7,99,532	13,817		2,25,015	
17 Petrol (in bulk)	4,041	3,842	1,83,955	1,92,207		199	8,252	
18 Kerosene oil (in bulk)	840	1,422	21,323	42,251	582		20,955	
19 Molasses (in bulk)	205	787	378	1,744	582		1,366	
20 Cement	3,229	8,986	14,438	53,648	5,757		39,210	
21 Total Heavy Merchandise	698,839	642,519	49,59,397	50,70,742		56,020	1,11,345	
<i>Light Merchandise —</i>								
22 Cotton Raw Unpressed	23,687	30,858	1,24,665	2,01,323	7,171		76,658	
23 Cotton Manufactured	13,116	16,848	1,90,858	2,96,298	3,732		1,05,440	
24 Fodder	55,655	27,360	3,99,919	1,82,044		28,295		2,17,875
25 Fruits and vegetables fresh	16,889	23,150	1,01,353	1,43,989	6,261		42,636	
26 Gur, Jaggery, Molasses, etc (not in bulk)	13,635	24,414	1,24,115	2,59,413	10,779		1,35,298	
27 Jute Raw	57	82	457	851	25			106
28 Iron and steel wrought	17,276	13,318	2,18,768	2,09,992		3,958		8,776
29 Kerosene Oil in Tins	7,179	7,449	1,45,335	1,70,488	270		25,153	
30 Petrol in tins	1,863	1,770	45,907	48,395		93	2,488	
31 Tobacco	4,473	5,495	74,569	1,00,721	1,022		26,152	
32 Provisions	21,808	23,604	2,75,964	3,41,565	1,796		65,601	
33 Manures (all kinds)	1,144	1,104	1,776	6,644		40	4,868	
34 Total Light Merchandise	176,782	175,452	17,03,686	19,61,223		1,330	2,57,537	
35 Other Commodities	142,135	134,659	12,06,374	12,33,723		7,476	27,349	
36 Total General Merchandise	1,017,756	952,930	78,69,457	82,65,685		64,826	3,96,231	
37 Military Traffic	1,611	18,809	28,667	1,94,452	17,193		1,65,785	
38 Live Stock	1,398	2,100	15,086	31,138	702		16,052	
39 Railway Materials for Foreign Railways and Home line construction	236,809	56,391	1,53,252	42,380		180,418		1,10,872
40 Materials and Stores on Revenue Accounts—								
(a) Fuel	84,190	98,286	2,12,649	2,55,568	14,096		42,919	
(b) General Stores and Materials	243,377	140,640	83,814	62,856		102,737		20,958
(c) Total	327,567	238,926	2,96,463	3,18,424		88,641	21,961	
41 Total all commodities	1,631,258	1,308,606	85,77,053	90,69,525		322,652	4,92,472	

Jodhpur Railway.—(Jodhpur Section)

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1939-40

Commodities	1939-40	1940 41	1939-40	1940 41	D I F F E R E N C E			
	Tons	Tons	Rs	Rs	Tons		Rupees	
					Increase	Decrease	Increase	Decrease
<i>Fuel —</i>								
1 Coal and Coke and patent fuel —								
(a) For the Public	16,370	13,985	34,537	31,916		2,385		2,621
(b) For Foreign Railways and Home Line construction	4,969	2,955	4,217	2,633		1,954		1,584
(c) Total	21,279	16,940	38,754	34,549		4,339		4,205
2 Oil Fuel	1,766	4,561	87,592	93,095		205	5,503	
3 Firewood and Other fuel	4,749	7,414	10,442	18,928	2,665		8,486	
<i>Heavy Merchandise —</i>								
4 Rice in the husk	188	215	467	508	25		41	
5 Rice not in the husk	18,815	15,283	1,84,976	1,46,526		3,532		38,450
6 Gram and Pulse	39,926	38,637	2,59,242	2,49,999		1,289		9,243
7 Wheat	103,256	104,017	6,34,150	6,62,777	761		28,627	
8 Jowar and Bajra	74,954	25,265	4,69,660	2,38,817		49,689		2,30,543
9 Other Grains	29,274	21,754	1,82,188	1,16,033		7,520		66,155
10 Marble and Stone	139,227	112,839	4,21,547	3,99,968		20,388		21,579
11 Salt	59,773	61,701	2,71,402	3,16,378	1,928		44,976	
12 Sugar, refined and unrefined	14,101	28,873	1,09,968	2,39,656	14,772		1,29,688	
13 Wood unwrought	5,663	7,485	24,519	37,289	1,622		12,770	
14 Metallic Ores				2			2	
15 Oil Seeds	53,350	66,002	4,23,844	5,84,325	12,652		1,60,481	
16 Cotton Raw Pressed	32,088	37,476	3,44,201	4,55,397	5,388		1,11,196	
17 Petrol (in bulk)	4,041	3,749	1,23,838	1,29,795		292	5,957	
18 Kerosene Oil (in bulk)	766	1,302	15,366	29,803	536		14,439	
19 Molasses (in bulk)		1		7	1		7	
20 Cement	5,889	4,651	8,536	34,545		1,238	26,009	
21 Total Heavy Merchandise	581,511	529,248	34,73,604	36,41,827		52,263	1,68,223	
<i>Light Merchandise —</i>								
22 Cotton Raw Unpressed	491	319	1,608	1,852		172	244	
23 Cotton Manufactured	10,799	14,500	1,34,358	2,02,270	3,701		67,912	
24 Fodder	53,990	23,504	3,42,381	1,43,236		30,486		1,99,145
25 Fruits and vegetables fresh	9,084	11,201	60,200	84,356	2,117		24,156	
26 Gur, Jagree, Molasses, etc., (not in bulk)	11,837	23,632	1,11,872	2,43,339	11,795		1,31,467	
27 Jute Raw	57	84	386	333	27			53
28 Iron and Steel wrought	12,289	9,472	1,44,527	1,40,760		2,817		3,767
29 Kerosene Oil in tins	5,554	5,667	97,799	1,15,155	113		17,356	
30 Petrol in tins	1,278	1,146	29,052	30,621		132	1,569	
31 Tobacco	3,675	4,539	49,976	67,255		864	17,279	
32 Provisions	14,500	16,236	1,77,850	2,20,570	1,736		42,720	
33 Manures (all kinds)	10	708	14	3,657	698		3,643	
34 Total Light Merchandise	123,564	111,008	11,50,023	12,53,404		12,556	1,03,381	
35 Other Commodities	108,574	107,971	8,19,024	8,81,258		603	62,234	
36 Total General Merchandise	613,649	748,227	54,42,651	57,76,489		65,422	3,33,838	
37 Military Traffic	1,611	18,516	19,839	1,33,068	16,905		1,13,229	
38 Live Stock	1,373	2,084	13,788	20,217	711		15,429	
39 Railway Materials for Foreign Railways and Home line construction	135,813	41,541	1,02,658	35,047		94,272		67,611
40 Materials and Stores on Revenue Accounts —								
(a) Fuel	83,902	97,786	1,88,552	2,27,828	13,884		39,276	
(b) General Stores and Materials	199,530	94,315	63,416	45,681		105,215		17,735
(c) Total	283,432	192,101	2,51,968	2,73,509		91,331	21,541	
41 Total all commodities	1,266,672	1,031,384	59,67,692	63,93,902		235,288	4,26,210	

Jodhpur-Hyderabad Railway (*British Section*)

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1939-40

Commodities	1939-40	1940-41	1939-40	1940-41	D I F F E R E N C E			
	Tons	Tons	Rs	Rs	Tons		RUPEES	
					Increase	Decrease	Increase	Decrease
<i>Fuel —</i>								
1 Coal and Coke and patent fuel —								
(a) For the Public	5,714	4,361	6,250	5,389		1,353		861
(b) For Foreign Railways and Home Line construction								
(c) Total	5,714	4,361	6,250	5,389		1,353		861
2 Oil Fuel	5,989	5,522	39,974	40,197		467	223	
3 Firewood and other fuel	12,877	9,110	25,285	19,540		3,767		5,745
<i>Heavy Merchandise —</i>								
4 Rice in the husk	1,534	1,304	7,175	5,822		230		1,353
5 Rice not in the husk	32,748	24,901	1,59,079	1,19,886		7,847		39,193
6 Gram and Pulse	17,719	15,651	50,633	17,299		2,068		3,334
7 Wheat	105,567	85,027	4,11,082	2,84,695		20,540		1,26,387
8 Jawar and Bajra	21,852	10,764	1,22,471	45,745		11,098		76,726
9 Other Grains	3,921	1,561	15,971	5,979		2,360		9,992
10 Marble and stone	16,243	12,483	30,512	25,274		3,760		2,236
11 Salt	3,478	2,988	15,255	14,162		490		1,096
12 Sugar, refined and unrefined	14,355	27,805	48,839	89,683	13,450		40,844	
13 Wood unwrought	2,452	3,744	10,798	12,121	1,292		1,323	
14 Metallic Ores	1	1	2	4			2	
15 Oil Seeds	62,763	84,012	1,89,556	2,60,193	21,249		70,637	
16 Cotton Raw Pressed	46,786	59,617	2,23,973	3,29,076	12,834		1,05,103	
17 Petrol (in bulk)	4,041	3,841	60,117	62,412		200	2,295	
18 Kerosene Oil (in bulk)	840	1,422	5,957	12,476	582		6,519	
19 Molasses (in bulk)	205	787	378	1,654	582		1,276	
20 Cement	3,953	4,533	5,731	18,439	580		12,708	
21 Total Heavy Merchandise	335,458	340,431	13,57,532	13,37,920	1,973			19,612
<i>Light Merchandise —</i>								
22 Cotton Raw Unpressed	23,074	29,695	1,22,372	1,95,678	6,621		73,306	
23 Cotton Manufactured	6,087	8,317	50,919	77,877	2,250		26,708	
24 Fodder	11,279	10,941	48,834	33,345		338		15,539
25 Fruits and vegetables fresh	9,873	16,188	28,066	44,101	6,315		16,035	
26 Gur, Jagree, Molasses, etc., (not in bulk)	2,674	3,194	11,115	14,751	520		3,636	
27 Jute Raw	10	3	71	17		7		54
28 Iron and Steel wrought	11,290	8,237	70,823	64,881		2,053		5,947
29 Kerosene Oil in tins	6,898	7,199	46,783	54,596	301		7,813	
30 Petrol in tins	1,386	1,336	16,782	17,670		50	888	
31 Tobacco	2,354	2,677	23,416	30,427	321		7,011	
32 Provisions	12,850	14,083	87,266	1,04,267	1,233		17,001	
33 Manures (all kinds)	968	1,105	842	1,919	137		1,077	
34 Total Light Merchandise	88,725	103,975	5,07,344	6,89,279	15,250		1,31,935	
35 Other Commodities	59,754	57,820	3,65,097	3,18,816		1,934		46,281
36 Total General Merchandise	486,937	502,225	22,29,973	22,96,015	15,289		66,042	
37 Military Traffic	1,585	18,811	8,655	58,046	17,226		49,391	
38 Live Stock	147	97	1,251	1,881		50	630	
39 Railway Materials for Foreign Railways and Home line construction	114,943	14,977	38,474	6,476		99,966		31,998
40 Materials and Stores on Revenue Accounts —								
(a) Fuel	28,004	30,314	24,097	27,708	2,310		3,611	
(b) General Stores and Materials	67,464	58,619	19,466	15,346		8,545		4,120
(c) Total	95,468	88,933	43,563	43,054		6,535		509
41 Total all commodities	723,660	644,037	23,93,425	24,70,598		79,623	77,173	

Jodhpur Railway — *Munpurkhas-Khadro Railway.*

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1939-40

Commodities	1939 40	1940 41	1939-40	1940-41	D I F F E R E N C E .			
	Tons	Tons	Rs	Rs	Tons		Rupees	
					Increase	Decrease	Increase	Decrease
<i>Fuel —</i>								
1 Coal and Coke and patent fuel —								
(a) For the public	71	268	84	227	197		143	
(b) For Foreign Railways and Home Line construction	444		379			444		379
(c) Total	515	268	463	227		247		236
2 Oil Fuel	111	130	420	511	19		91	
3 Firewood and Other fuel	3,960	3,402	4,948	5,007		558	59	
<i>Heavy Merchandise —</i>								
4 Rice in the husk	690	47	2,072	156		643		1,916
5 Rice not in the husk	2,930	2,303	8,411	6,203		627		2,208
6 Gram and Pulse	269	530	786	1,550	261		764	
7 Wheat	24,967	21,800	56,523	38,142		3,167		18,331
8 Jawar and Bajra	11,538	3,199	33,579	9,167		8,339		24,392
9 Other Grains	547	307	1,660	899		240		761
10 Marble and stone	3,498	1,614	3,812	1,848		1,884		1,964
11 Salt	232	193	743	714		39		29
12 Sugar, refined and un-refined	1,869	1,073	6,237	4,332		796		1,905
13 Wood unwrought	371	734	859	1,295	363		436	
14 Metallic Ores								
15 Oil seeds	3,073	4,929	7,065	10,813	1,856		3,748	
16 Cotton Raw Pressed	2,201	5,045	6,343	15,059	2,844		8,716	
17 Petrol (in bulk)								
18 Kerosene oil (in bulk)								
19 Molasses (in bulk)		20		83	20		83	
20 Cement	267	205	171	664		62	493	
21 Total Heavy Merchandise	52,452	41,999	1,28,261	90,995		10,453		37,266
<i>Light Merchandise —</i>								
22 Cotton Raw Unpressed	161	1,313	685	3,793	1,152		3,108	
23 Cotton manufactured	1,032	2,927	5,581	16,401	1,895		10,820	
24 Podder	3,678	3,021	8,654	5,463		657		3,191
25 Fruits and vegetables fresh	5,944	9,371	13,087	15,532	3,427		2,445	
26 Gur, Jagree, Molasses, etc., (not in bulk)	403	555	1,128	1,323	152		195	
27 Jute Raw				1			1	
28 Iron and steel wrought	891	922	3,413	4,351	31		938	
29 Kerosene oil in tins	212	209	753	737		3		16
30 Petrol in tins	10	16	73	101	6		31	
31 Tobacco	200	452	1,177	3,039	252		1,862	
32 Provisions	2,403	3,408	10,848	16,728	1,000		5,880	
33 Manures (all kinds)	758	956	920	1,068	198		143	
34 Total Light Merchandise	15,697	23,150	46,319	68,540	7,453		22,221	
35 Other Commodities	5,208	5,622	22,253	33,649	414		11,396	
36 Total General Merchandise	73,357	70,771	1,96,833	1,93,184		2,586		3,649
37 Military Traffic	51	1,564	173	3,338	1,513		3,165	
38 Live stock	4	4	47	40				7
39 Railway materials for Foreign Railways and Home line construction	45,217	3,498	12,120	857		41,719		11,263
40. Materials and Stores on Revenue Accounts —								
(a) Fuel		88		32	88		32	
(b) General Stores and Materials	1,349	5,175	932	1,829	3,826		897	
(c) Total	1,349	5,263	932	1,861	3,914		929	
41 Total all commodities	124,564	84,900	2,15,936	2,05,025		39,664		10,911

INCREASES

Oil fuel—There is a decrease of 464 tons in weight but an increase of Rs 5,817/- in freight. This is partly due to the levy of supplementary charge and also to an increase of 163 tons in the weight carried from *via* Hyderabad (Sind) to *via* Sujangarh.

Salt—The increase of Rs 43,851/- is partly due to the levy of supplementary charge and also partly due to improved traffic from the following directions—

- (a) Local traffic on Jodhpur Railway (Jodhpur Section)
- (b) Outward traffic from stations on Jodhpur Railway (Jodhpur Section) to stations beyond *via* Kuchaman Road, *via* Marwar Junction and *via* Chilo. The traffic *via* Kuchaman Road has increased by tons 2,220 due to a greater demand from stations on the B N W and E I Railways. This is due to a diminution of the normal traffic to these stations by sea *via* Howrah.

Sugar refined and unrefined—The increase of Rs 1,68,627/- is partly due to the increased charge but mainly due to tons 2,336 of greater Inward traffic from *via* Kuchaman Road to stations on Jodhpur Railway (Jodhpur Section). This is due to there having been more marriages than in the previous year. Sugar is used on a large scale in the preparation of wedding feasts. There is also an increase of tons 12,578 in Cross traffic from *via* Kuchaman Road to *via* Hyderabad (Sind) due to curtailment of the import of Java sugar into Karachi in consequence of the war.

Wood unwrought—The increase of Rs 14,529/- is partly due to the increased charge but chiefly to a rise in traffic from *via* Kuchaman Road and *via* Phulad to stations on the Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Branch.

Oil seeds—The increase of Rs 2,34,866/- is partly due to the increased charge and to an abnormal increase in traffic in the following directions—

- (a) From *via* Chilo to *via* Hyderabad (Sind)
- (b) Local traffic on Jodhpur-Hyderabad Railway (British Section)
- (c) From stations on Jodhpur-Hyderabad Railway (British Section) to stations beyond *vias* Kuchaman Road, Marwar Junction, Chilo, Sujangarh and Hyderabad (Sind)

There is a decrease in traffic in this commodity from the Jodhpur-Hyderabad Railway (British Section) to *via* Phulad and stations on the Jodhpur Railway (Jodhpur Section).

The increase under (a) is due to the increased production of Tara Mira oil seeds on the Bikaner Railway canal loop line, while that under (b) is due to the Seksaria Oil Mills at Hyderabad (Sind) requiring more for their factory this year.

The increase under (c) is due to increased requirements of cotton seeds in Bikaner Railway areas, the Hissar and Malwa districts and stations on the G I P Railway. This is due to cotton growing in these areas having been curtailed.

The decrease in the traffic to Jodhpur Railway stations is ascribed to the smaller number of milch cows now in Jodhpur State in consequence of the famine. Cotton seeds are used for milch cattle, other cattle being fed on grass.

Cotton raw pressed —The increase of Rs 2,25,015/- is partly due to the supplementary charge and also due to improved traffic in the following directions —

- (a) From stations on the Jodhpur-Hyderabad Railway (British Section) to stations beyond *via* Kuchaman Road, *via* Hyderabad (Sind) and from stations on Mirpurkhas-Khadro Branch to *via* Hyderabad (Sind)
- (b) Cross traffic from *via* Hyderabad (Sind) to *via* Kuchaman Road and *via* Marwar Junction and from *via* Nawabshah to *via* Marwar Junction and from *via* Chilo to *via* Marwar Junction. The increase would have been still greater but for decreases in the following directions —
 - (a) *Via* Kuchaman Road to *via* Hyderabad (Sind)
 - (b) *Via* Marwar Junction to *via* Hyderabad (Sind)
 - (c) *Via* Chilo to *via* Hyderabad (Sind)
 - (d) Jodhpur-Hyderabad Railway (British Section) to *via* Marwar Junction

The increases are mainly due to (i) a sudden rise in prices in the beginning of 1941 causing many dispatches to Karachi, (ii) increased movements due to increased requirements at Ahmedabad and Bombay and (iii) new movements to Gaya for which special rates were quoted.

The decreases from *vias* Kuchaman Road, Marwar Junction and Chilo were due to the curtailment of cotton production in Bikaner Railway areas, the Hissar and Malwa districts and stations on the G I P Railway.

Petrol —There is a total increase of Rs 10,740/- (Rs 8,252/- in Petrol in bulk plus Rs 2,488/- in Petrol in tins) but there is a decrease in quantity by 199 tons in bulk and 93 tons in tins. The increase in earning is entirely due to the levy of the supplementary charge.

Kerosene oil —There is a total increase of Rs 46,111/- (Rs 20,958/- under Kerosene oil in bulk plus Rs 25,153/- under Kerosene oil in tins). This is partly due to the supplementary charge and partly to the movement of (1) greater traffic from *via* Hyderabad (Sind) to stations on Jodhpur and Jodhpur-Hyderabad Railways and (2) greater traffic from *via* Hyderabad (Sind) to *via* Kuchaman Road.

Certain areas on the B B & C I. Railway are now being fed by Messrs. Burmah shell from their Karachi Depot which were last year being fed from Bombay.

Cement —There is an increase of Rs 39,210/- under this head. No explanation for this increase can be given as statistics for this commodity have been maintained only since 1st December 1939 from which date they were originally called for from the Railway Board. Only four months of the 1939-40 figures are thus available for comparison.

Cotton raw unpressed—The increase of Rs. 76,658/- is partly due to the supplementary charge but mainly due to improved local traffic in Sind consequent on the greater production of cotton.

Cotton manufactured—The increase of Rs. 1,05,440/- is partly due to the supplementary charge and partly due to an increase in traffic in the following directions —

- (a) Local traffic on Jodhpur Railway (Jodhpur Section)
- (b) From *via* Kuchaman Road and Marwar Junction to stations on Jodhpur Railway (Jodhpur Section) and from *via* Marwar Junction to stations on Jodhpur-Hyderabad Railway (British Section)
- (c) Cross traffic from *via* Marwar Junction to *via* Nawabshah

The increase is ascribed to retailers accumulating stocks on the rising market caused by the war and also to certain new rates quoted in competition with the rail-cum-sea route

Fruit and Vegetables Fresh—The increase of Rs 42,636/- is partly due to the increased charge and partly due to an improvement in traffic in the following directions —

- (a) From stations on Jodhpur-Hyderabad Railway (British Section) to stations on Jodhpur Railway (Jodhpur Section)
- (b) From stations on Khadro Branch to stations on Khadro-Nawabshah Section
- (c) From *via* Kuchaman Road to stations on Jodhpur and Jodhpur-Hyderabad Railways.
- (d) From *via* Marwar Junction, *via* Phulad and *via* Hyderabad (Sind) to stations on Jodhpur-Hyderabad Railway (British-Section).
- (e) From *via* Kuchaman Road to *via* Chilo and *via* Hyderabad (Sind)

The increase is largely due to big increases in sugar cane traffic for the Mohattanagar mill, also to increases in the mango, orange and banana traffics

Gur, Jaggery, Molasses, etc—The increase of Rs 1,35,298/- is partly due to the supplementary charge and partly to heavier traffic from *via* Kuchaman Road to Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas Khadro Branch

The greater traffic is due to marriages as detailed under the heading Sugar refined and unrefined.

Tobacco—The increase of Rs 26,152 is due to the supplementary charge and to improved traffic from *via* Marwar Junction to *via* Hyderabad (Sind) and *via* Nawabshah and also to stations on the Jodhpur Section

The increase is ascribed to the increasing popularity of Bides

Provisions —The increase of Rs. 65,601/- is due to the supplementary charge and to greater bookings from the following directions —

- (a) From stations on Jodhpur-Hyderabad Railway (British Section) to via Kuchaman Road
- (b) From via Kuchaman Road, via Chilo, via Hyderabad (Sind) and via Nawabshah to stations on Jodhpur Section and via Nawabshah to stations on Jodhpur-Hyderabad Railway (British Section)
- (c) From via Hyderabad (Sind) to vias Chilo, Sujangarh, Phulad and via Nawabshah to via Kuchaman Road and via Marwar Junction

Military traffic —The increase of Rs 1,65,785/- is due to the greater movement of this traffic on account of the war. The increase is mainly notable in the following directions —

- (a) Via Kuchaman Road to vias Hyderabad (Sind) and Nawabshah
- (b) Via Marwar Junction to vias Hyderabad (Sind) and Nawabshah

Live stock —The increase of Rs 16,052/- is partly due to the supplementary charge and partly to greater movement of live stock on account of the termination of famine conditions in Marwar during the year under review.

Fuel on revenue account —The increase of Rs 42,919/- is due to the purchase of more Coal in order to increase the stock of coal from 40 to 100 days

DECREASES

Rice not in the husk —The decrease of Rs 79,851/- is mainly due to falling off in traffic from the following directions, on account of the cessation of famine conditions in Marwar —

Via Hyderabad (Sind) and via Nawabshah to stations on Jodhpur and Jodhpur-Hyderabad Railways

The decrease would have been still greater but for the increase in Cross traffic from via Hyderabad (Sind) to via Marwar Junction

Gram and Pulse —The decrease of Rs 11,813/- is due to a decline in traffic from vias Kuchaman Road, Marwar Junction, and Sujangarh to stations on Jodhpur Railway (Jodhpur Section) and also from via Kuchaman Road to vias Chilo, Sujangarh and Hyderabad (Sind). This is due to an increased cultivation of these commodities within Marwar

Wheat —The decrease of Rs. 1,16,091/- is mainly due to a falling off in Inward traffic from vias Hyderabad (Sind) and Nawabshah to stations on Jodhpur and Jodhpur-Hyderabad Railways due to cessation of famine conditions in Marwar

Jawar and Bajra —The extraordinary decrease of Rs 3,31,661/- is chiefly due to the heavy decline in this traffic from vias Kuchaman Road, Marwar Junction, Hyderabad (Sind) and Nawabshah to stations on Jodhpur Railway (Jodhpur Section). This is due to the disappearance of famine in Marwar during the year under review.

Other grains —The decrease of Rs 76,908/- is the result of a drop in traffic from vias Kuchaman Road, Marwar Junction, Sujangarh and Phulad to stations on the Jodhpur Railway (Jodhpur Section) due to the disappearance of the famine and also from vias Kuchaman Road, Chilo and Sujangarh to via Hyderabad (Sind) due to the war.

Marble and Stone —The decrease of Rs. 25,781/- is due to decreased bookings in the following directions —

- (a) Local traffic on Jodhpur Railway (Jodhpur Section)
- (b) From stations on Jodhpur Railway (Jodhpur Section) to stations on Jodhpur-Hyderabad and Mirpurhas-Khadro Railways
- (c) From stations on Jodhpur Railway (Jodhpur Section) to vias Sujangarh and Kuchaman Road
- (d) From via Kuchaman Road to vias Chilo and Sujangarh

The decreases under (a), (c) and (d) are due to a falling off in house construction, an additional reason under (c) being smaller dispatches of Gypsum from Badwas to A C C factories, which laid in big stocks last year

The decrease under (b) is mainly due to smaller dispatches of Jaisal ballast for road-making in Sind, many of the new roads in our area now being completed

Fodder —The decrease of Rs 2,17,875/- is due to the heavy decline in traffic from the following directions —

- (a) Local traffic on Jodhpur Railway (Jodhpur Section)
- (b) From stations in Sind to stations on Jodhpur Railway (Jodhpur Section)
- (c) Vias Kuchaman Road, Marwar Junction and Phulad to stations on Jodhpur Railway (Jodhpur Section)

This is due to the disappearance of famine in Marwar during the year under review

Iron and Steel Wrought —The decrease of Rs 8,776/- is due to less traffic from vias Marwar Junction and Hyderabad (Sind) to stations on Jodhpur and Jodhpur Hyderabad Railways and also from via Hyderabad (Sind) to vias Kuchaman Road and Chilo. This is due to a growing scarcity due to the war.

Railway materials for foreign Railways and Home line construction:—The decrease of Rs 1,10,872/- is due to a decrease in the carriage of Home Railway Stores on Capital account during the year under review

General Stores and Materials on Revenue Account—The decrease of Rs. 20,958/- is due to less revenue works having been carried out during the year under review.

12 Analysis of working expenses—The total working expenses of all the Railways comprising the system were Rs. 72,46,585/- in the year under review against Rs 79,56,820/- in the previous year

The following tables give an analysis of the working expenses by Departments —

Total working expenses

Departments	Works	1939 40			1940 41			DIFFERENCE	
		Jodhpur Railway (Whole System)	Jodhpur Railway (Jodhpur Sec)	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway (Whole System)	Jodhpur Railway (Jodhpur Sec)	Jodhpur Hyderabad Railway (British Sec)	Increase	Decrease
		Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Engineering	Maintenance of way and works	10,26,454	6,64,297	3,62,157	9,97,311	6,35,859	3,61,423		29,143
Locomotive	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power	20,99,428	14,05,567	6,93,861	21,89,347	14,91,383	6,97,964	89,919	
Carriage and wagon	Maintenance and Renewal of Carriage and Wagon stock	5,70,376	3,81,867	1,88,509	5,97,667	4,07,130	1,90,536	27,291	
Traffic	Commercial and Transportation	10,16,892	6,80,507	3,36,385	10,17,865	6,93,078	3,24,787	973	
Agency and others	Management, Audit, Medical, Stores and Police	4,39,292	2,88,842	1,50,450	4,56,166	3,03,595	1,52,571	16,874	
Miscellaneous	Law charges, compensation, contribution to Provident Fund, etc	6,55,746	2,02,539	4,53,207	6,45,881	2,02,356	4,43,525		9,865
Electrical service	Expenses	3,07,710	2,03,788	1,03,922	3,18,405	2,11,128	1,07,277	10,695	
	Total ordinary expenses	61,15,898	38,27,407	22,88,491	62,22,642	39,44,559	22,78,083	1,06,744	
	Replacement and Renewals	18,40,922	13,64,676	4,76,246	10,23,943	6,94,101	3,29,842		8,16,979
	Grand Total	79,56,820	51,92,083	27,64,737	72,46,585	46,38,660	26,07,925		7,10,235

Including the Mirpurkhas Khadro Railway

Joint Working Expenses.

Departments	Works	1939-40			1940-41		
		— " —			— " —		
		(System)	(pur Section)	(Section) *	(System)	(Jodhpur Railway (Jodhpur Section))	(Jodhpur Hyderabad Ry (British Section)) *
		Rs	Rs	Rs	Rs	Rs	Rs
Engineering	Maintenance of way and works	1,74,825	1,17,017	57,781	1,64,532	1,12,079	52,453
Locomotive	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power	20,99,425	14,05,567	6,91,861	21,89,717	11,91,383	6,97,964
Carriage and Wagon	Maintenance and Renewal of Carriage and Wagon Stock	5,70,376	1,91,867	1,85,509	5,97,666	1,07,130	1,90,536
Traffic	Commercial and Transportation	10,17,806	6,81,421	3,36,385	10,18,779	6,93,992	3,24,787
Agency and others	Management, Audit, Medical, Stores and Police	1,31,380	2,88,509	1,12,571	4,45,677	3,01,595	1,42,082
Miscellaneous	Law charges, compensation, contribution to Provident Fund, etc	2,98,330	1,09,732	95,595	2,93,072	1,99,614	93,415
Electrical service	Expenses	1,85,466	1,26,175	62,285	1,98,185	1,35,002	63,181
	Total ordinary expenses	17,80,614	12,00,621	15,79,993	19,07,216	13,12,795	15,64,421
	Replacement & Renewals	1,13,152	89,115	14,007	95,199	63,187	29,712
	Grand Total	19,13,766	12,89,736	16,24,000	19,00,415	13,06,282	15,94,133

* Including the Mirpurkhas Khadro Railway.

Direct Working Expenses

Departments	Works	1939-40			1940-41		
		— " —			— " —		
		(System)	(pur Section)	(Section) *	(System)	(Jodhpur Hyderabad Ry (British Section))	(Jodhpur Hyderabad Ry (British Section)) *
		Rs	Rs	Rs	Rs	Rs	Rs
Engineering	Maintenance of way and works	8,51,626	5,47,250	3,04,376	8,32,780	5,23,810	3,08,970
Locomotive	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power						
Carriage and Wagon	Maintenance and Renewal of Carriage and Wagon stock						
Traffic	Commercial and Transportation	—914	—914		—914	—914	
Agency and others	Management, Audit, Medical, Stores and Police	7,912	33	7,879	10,489		10,489
Miscellaneous	Law charges, compensation, contribution to Provident Fund, etc	3,57,416	2,807	3,54,609	3,52,849	2,742	3,50,107
Electrical service	Expenses	1,19,244	77,610	41,634	1,20,222	76,126	44,096
	Total ordinary expenses	13,35,284	6,26,786	7,08,498	13,15,426	6,01,764	7,13,662
	Replacement & Renewals	17,07,770	12,75,531	4,32,239	9,30,744	6,80,614	3,00,130
	Grand Total	30,43,054	19,02,317	11,40,737	22,46,170	12,82,378	10,13,792

Including the Mirpurkhas Khadro Railway.

Engineering —The decrease of Rs 29,143 under this head is made up as shown below.—

(a) General Administration	. Rs —3,685/-
(b) Ordinary Repairs and Maintenance	Rs —25,458/-

(a) *General Administration* —The decrease of Rs 3,685/- is due to—

Savings	(1) Deputation of three officers to military service, (2) No officer having been on leave in England during 1940-41, (3) Economy in the use of stationery.
Excess	A smaller amount having been debited to Construction on account of pay of officers and staff in 1940-41 than in 1939-40

(b) *Ordinary Repairs and Maintenance* —The decrease of Rs 25,458/- is due to —

Savings	(1) Smaller expenditure having been incurred on Bridges, Station Machinery and Signal and Inter-locking arrangements during 1940-41, than in 1939-40, (2) Fewer New Minor Works having been undertaken in 1940-41 than in 1939-40, (3) Fewer losses of stores during 1940-41 than in 1939-40
Excess	The re-alignment of Jamrao-Jhudo line having been carried out in 1940-41.

Locomotive:—The increase of Rs 89,919/- under this head is made up as shown below:—

(a) General Administration	Rs —2,643/-
(b) Ordinary Repairs and Maintenance	. Rs +60,015/-
(c) Operating expenses	∴ ∴ Rs +32,547/-

(a) *General Administration* —The decrease of Rs 2,643/- being small calls for no remarks

(b) *Ordinary Repairs and Maintenance* —The increase of Rs. 60,015/- is due to.—

- (1) Rise in prices of materials purchased for repairs to Locomotives.
- (2) More medium repairs to Engines having been carried out in 1940-41 than in 1939-40
- (3) More spare parts of machinery and tools (specially of P U. Tools) having been purchased on account of international situation and also more repairs having been carried out to pumps.

(c) *Operating expenses:*—The increase of Rs. 32,547/- is chiefly due to —

- (1) Purchase of more coal in order to increase the stock of coal from 40 days to 100 days,
- (2) Levy of surcharge on coal,

- (3) Recoveries of cost of water supplied to outsiders and Government Departments which were credited to this head up to 1939-40 having been credited to Miscellaneous Earnings from 1940-41.

Carriage and Wagon —The increase of Rs. 27,291/- is made up as shown below —

(a) General Administration	..	Rs	—4,546/-
(b) Ordinary Repairs and Maintenance	..	Rs	+26,673/-
(c) Operating expenses	..	Rs	+5,164/-

(a) *General Administration* —The saving of Rs 5,546/- being small calls for no remarks.

(b) *Ordinary Repairs and Maintenance* —The increase of Rs 26,673/- is due to —

- (1) More special repairs having been carried out during 1940-41 than in 1939-40 and rise in cost of materials.
- (2) Repairs having been carried out to Foreign Railway Vehicles under "Wagon Pool" system.
- (3) More new minor works having been undertaken during 1940-41 than in 1939-40

(c) *Operating expenses* —The increase of Rs 5,164/- is due to additional temporary staff having been appointed for fitting bridle bars to Railway stock and to rise in the cost of materials

Traffic —The increase of Rs. 973/- being small calls for no remarks

Agency and Others —The increase Rs. 16,874/- is made up as shown below —

(a) General Administration	..	Rs	16,577/-
(b) Ordinary Repairs and Maintenance	.	Rs.	297/-

(a) *General Administration*:—The increase of Rs. 16, 577/-is due to —

(1) Appointment of a Deputy Auditor on a higher rate of pay and of a Deputy Auditor under training,

(2) Six months' pay having been paid to the late Senior Assistant Auditor in lieu of notice,

(3) Usual annual increment.

(b) *Ordinary Repairs and Maintenance* —The increase of Rs, 297/- being small calls for no remarks

Miscellaneous:—The decrease of Rs 9, 865/-is made up as shown below.—

(a) General Administration	..	Rs	—26,490/-
(b) Operating expenses	.	Rs	16,625/-

(a) *General Administration* —The decrease of Rs 26, 490/- is chiefly due to more credits afforded to the head G. 1950 on account of unpaid wages during 1940-41.

(b) *Operating expenses* —The increase of Rs 16, 625/- is due to the credit afforded to the head G. 3101 in 1939-40 on account of freight on timber where-as no such credit afforded to that head in 1940-41

Replacement and Renewals —The decrease of Rs 8,16, 979/- is due to.—

Saving (1) The relaying of 44.5 miles on main line Jodhpur Railway and 30 miles on Jodhpur-Hyderabad Railway having been carried out in 1939-40,

(2) The abandonment of tank and pipe line at Marwar Bhinmal on Jodhpur Railway,

(3) The modification of watering arrangement at Balotra,

(4) No Locomotive boiler having been replaced by a spare boiler during 1940-41,

(5) Abandonment of Heat Treatment furnace in 1939-40,

(6) Fewer bogies and four wheelers having been rebuilt in 1940-41 than in 1939-40.

Excesses A smaller building programme having been carried out in 1940-41 than in 1939-40 with a consequent reduction in credits for released materials.

Electric Department —The increase of Rs. 10, 695/- is made up as shown below —

(a) General Administration	. Rs	—81/-
(b) Ordinary Repairs and Maintenance	. Rs.	—1,421/-
(c) Operating expenses	. Rs	12,197/-

(a) *General Administration* —The saving of Rs 81/- being small calls for no remarks.

(b) *Ordinary Repairs and Maintenance* —The saving of Rs. 1,421/- being small calls for no remarks.

(c) *Operating expenses* —The increase of Rs 12,197/- is due to:—

(1) Bills for Electric charges for the month of March 1940 having been accounted for in 1940-41 on account of their late receipt

(2) Pay of 2nd Control staff at Mirpurkhas charged for 12 months in 1940-41 against 5 months in 1939-40 and usual annual increments.

13 The figures of total working expenses may be further analysed as under —

H e a d s	1939-40			1940-41			DIFFERENCE	
	Jodhpur Railway (Whole System)	Jodhpur Railway (Jodhpur Section)	Jodhpur Hyderabad Railway (British Section)*	Jodhpur Railway (Whole System)	Jodhpur Railway (Jodhpur Section)	Jodhpur Hyderabad Railway (British Section)*	Increase	Decrease
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
General Administration	13,47,952	8,96,289	4,51,663	13,25,723	8,95,695	4,30,028		22,229
Ordinary Repairs and Maintenance	18,39,155	12,07,140	6,32,015	18,93,534	12,41,231	6,52,303	54,379	
Operating expenses other than fuel	17,87,091	9,59,609	8,27,482	18,45,404	10,18,816	8,26,588	58,313	
Fuel	11,41,701	7,64,369	3,77,332	11,57,981	7,88,817	3,69,164	16,280	
Replacements and Renewals	18,40,921	13,64,676	4,76,245	10,23,943	6,94,101	3,29,842		8,16,978
Total	79,56,820	51,92,083	27,64,737	72,46,585	46,38,660	26,07,925		7,10,235
Deduct Non Budget worked lines	1,69,388		1,69,388	1,98,493		1,98,493	29,105	
Suspense	+37,971	-24,158	+62,129	+2,20,878	+2,43,561	-22,683	1,82,907	
Net working expenses	78,25,403	51,67,925	26,57,478	72,68,970	48,82,221	23,86,749		5,56,438

* Including the Mirpurkhas-Khadro Railway

14 Capital Expenditure —The tables below give the total expenditure (excluding construction and suspense) against final heads for the year 1940-41 as also similar information for the previous year —

CAPITAL EXPENDITURE (*excluding construction and suspense*).

JODHPUR RAILWAY (*Whole System*)

H e a d s	1939 40	1940-41	Difference
	Rs	Rs	Rs
1 Preliminary Expenses		19	+ 19
2 Land ..	6,526	33,943	+ 27,417
3 Structural Engineering works ..	5,46,489	2,11,008	—3,35,481
4 Equipment	1,22,245	57,682	—64,563
5 Rolling stock ..	2,55,934	97,313	—1,58,621
6 General charges ..	385	—12,330	—12,715
7 Collieries ..	.		..
8 Miscellaneous ..	..	
Total .	9,31,579	3,87,635	—5,43,944

JODHPUR RAILWAY (*Jodhpur Section*)

H e a d s		1939-40	1940-41	Difference
		Rs	Rs	Rs
I	1 Preliminary Expenses .	.	.	
	2 Land .. .		284	+ 284
	3 Structural Engineering works .	3,65,317	1,49,591	—2,15,726
	4 Equipment . ..	1,16,662	55,599	—61,063
	5 Rolling stock ..	2,55,934	97,313	—1,58,621
	6 General charges	1,001	1,191	+ 190
	7 Collieries .		.	.
	8 Miscellaneous . .		.	
	Total .	7,38,914	3,03,978	—4,34,936

JODHPUR-HYDERABAD RAILWAY (*British Section*).*

H e a d s		1939-40	1940-41	Difference
		Rs	Rs	Rs
	1 Preliminary Expenses ..		19	+ 19
	2 Land . ..	6,526	33,659	+ 27,133
	3 Structural Engineering works .	1,70,850	57,889	—1,12,961
	4 Equipment	4,938	1,904	—3,034
	5 Rolling stock ..		.	..
	6 General charges .	—616	—13,521	—12,905
	7 Collieries .		.	.
	8 Miscellaneous .			
	Total ..	1,81,698	79,950	— 1,01,748

* Excluding the Mirpurkhas-Khadro Railway

MIRPURKHAS-KHADRO RAILWAY.

Heads	1939-40	1940 41	Difference
	Rs	Rs	Rs
I 1 Preliminary Expenses		.	
2 Land	.		..
3 Structural Engineering works	10,322	3,528	—6,794
4 Equipment	645	179	—466
5 Rolling stock	..		.
6 General charges	.	..	..
7 Collieries	..		
8 Miscellaneous	..		.
Total	10,967	3,707	—7,260

15 Stores Balances —The table below shows the position of Stores Balances on 31st March 1941, as compared with the previous year —

Years	Stores Balances
	Rs
II 1939 40	..
1940-41	.
	11,53,694
	16,11,536
Difference	+4,57,842
	or 4,57,800

The increase of Rs 4,57,800/- is due to the following reasons —

Class	Particulars	Amount Rs
III A	Receipt of more bridge sleepers during the year 1940-41	+800
B	Return of a number of light trollies and wheels for material trolly from famine depots and other construction works during the year 1940-41	+3,200
C	Purchase of belts rubber insertion V type of sorts and recoupment of one block top for Pneumatic Hammer in 1940 41	+3,000
D	Issue of about 70 tons of Dog Spikes in 1940 41 when there were no receipts during the same period	—9,400
E A. 1 & 2	Valuable items of boiler tubes, super-heater elements, ejectors cylinders, Cross heads, Copper Plates, Tyres etc, having been received and accepted in book in 1940 41	+78,400

Class	Particulars	Amount Rs
E B 2 to 6	Receipt of Buffers' flexible complete with springs etc, in 1940-41 ..	+1,200
E C 2	Car Ford Saloon having been drawn by the Engineering Department in 1940 41 ..	—1,600
F	Some piping material in addition to normal stocks having been obtained to provide against expected shortage due to war and also due to increased market rates of all commodities	+4,200
G A.	Heavy receipts of tools in the year under review at the increased market rates due to International situation ..	+16,100
G B 1	Heavy receipts of bolts, rivets, screws etc, at the increased market rates due to International situation ..	+16,100
G. B 2	Heavy receipts of lamps, etc, at the increased cost due to International situation	+1,300
G B 3	Heavy issues of beltings and hides during the year under review .	—1,300
G B 4	Increased rates due to war and some additional material having been obtained to build up a reserve ..	+67,500
G B 5	As explained above.	+5,600
G B 9	Summer uniforms are usually issued in March, but as these could not be issued in March 1941, they were carried over to April 1941 leading to an increase in the balance on 1-4-41 .	+10,200
G B 10	Heavy receipts of electrodes and greases in the year under review	+10,400
H	Heavy receipts of negative and positive plates and ebonite sheets in the year 1940-41 . .	+14,100
Scrap	Heavy receipt of brass boring mixed and accumulation of mixed metal scrap .. .	+8,000
Emergency Stores	Further receipt of valuable items in the year under review	+14,500
Capital J R Indian stores Section	More material having been D S 8ed by the Engineering Department	+18,500
Surplus	Revaluation of certain surplus stores at scrap rate during 1940-41 .. .	—18,100
Stationery	Purchase of less quantity owing to economy .	—1,600
Complete units with P. W Is	Certain P W material received late 1 e, in March 1940 having been used in 1940-41 as it was not possible to place the same in the track before the close of the year 1939-40	—4,600
Timber	Less stock of teak and padauk on 1 4-41 and also non receipt of Sal and padauk which was expected before 1-4-41	—22,400
Coke	More store of Coke and also increase in the rate of surcharge tax .	+800

Class	Particulars	Amount Rs
Coal	Additional quantity of both mail and goods coal and increase in the rate of surcharge tax	+ 2,37,800
Stores with Loco	Maintenance of a large stock to meet busy traffic and also increase in rates of oils and other consumable stores	+ 1,300
L & C wagon Imprest	Engine and brake blocks, etc, having been newly added to the Loco running imprest .. .	+ 2,900
L & C wagon surplus	Less issues .	—200
	Differences in other classes of stores . ..	+ 1 100
	Grand Total	+ 4 57,800

CHAPTER III

New Constructions and Engineering.

16 Lines opened during the year.—

(a) Pachpadra City - Pachpadra Salt was opened for all traffic on 11-4-40. The total mileage of the line is 7 78

(b) Phalodi-Pokaran extension was opened for all traffic on 27-7-40 The total mileage of the line is 35 48.

17. Lines sanctioned during the year — Nil

18 Lines under construction during the year.—The Pachpadra City-Pachpadra Salt section of the Balotra-Pachpadra Salt re-alignment and the Phalodi-Pokaran extension were under construction during the year under review

19 Surveys — Nil

20. Important new works —Re-alignment of Jamrao-Jhudo line was undertaken.

21 Open line improvements.—The following are the principal improvements carried out on the Open line —

- (1) Re-alignment of Umarkot Road at Mirpurkhas.
- (2) Improvements to watering arrangements at Mirpurkhas.
- (3) Improvements to lower class accommodation at Mirpurkhas
- (4) Extension to local goods platform and siding at Hyderabad (Sind)
- (5) Goods shed at Samaro Road
- (6) Improvements to level crossing on Bhustan-Umarkot Road
- (7) Improvements to Traffic yard at Mirpurkhas
- (8) Tube well at Tando Jan Mahomed
- (9) Drainage of staff quarters at Hyderabad (Sind)
- (10) Carriage washing arrangements at Mirpurkhas
- (11) Goods shed and siding at Osian
- (12) Sanded dead end at Raika-Bag Palace
- (13) Upper class waiting rooms at Jodhpur
- (14) Extension of Transhipment Platform and yard at Luni Junction
- (15) Piaos for Mohammadans at Merta Road and Jodhpur
- (16) Extension of Transhipment Platform at Phulad
- (17) Traders Rest House at Pachpadra Salt Depot
- (18) Converting dead end into loop at Samrau and Bheempura
- (19) Dead ends on 3rd line at Samdari

22 Method of station signalling

(a) Standard (1) where speed of through trains is 30 miles per hour has been adopted on Kuchaman Road-Hyderabad (Sind) and Luni Junction-Marwar Junction sections i. e. X stations Number of such stations is 76

(b) All other stations are interlocked i. e. Y stations The number of such stations is 92

CHAPTER IV

Transportation.

A—Operating

23 Train miles.—Statement below shows train miles for the year under review with the corresponding period of the previous year.

T r a i n s	W H O L E S Y S T E M			
	1939-40	1940-41	D I F F E R E N C E	
			Increase	Decrease
Passenger	712,936	706,945	.	5 991
Mixed	1,028,788	1,115,460	86,672	
Goods	635,060	617,116		17,944
Departmental	93,231	23,614		69,617
Total	2 470,015	2,463,135		6,880

The decreases under Passenger and Goods train miles are trivial and call for no remarks

The increase under Mixed trains is due to—

- (1) Introduction of 63 Up and 64 Down Mixed trains between Phalodi and Pokaran from 27th July 1940
- (2) Introduction of 55 Up and 56 Down, 57 Up and 58 Down Mixed trains between Khadro and Nawabshah from 20th November 1939 In the year under review these trains ran throughout the year while in the previous year they ran for four months and 10 days only
- (3) Introduction of 37 Up and 38 Down Mixed trains between Degana-Sujangarh from 1st December 1940
- (4) Introduction of 31 Up, 32 Down, 35 Up and 36 Down Mixed trains between Marwar Junction and Phulad from 1st October 1939 In the year under review these trains ran throughout the year while in the previous year they ran for six months only
- (5) Introduction of 9 Up Mixed train from Jodhpur to Luni Junction from 1st October 1940

The decrease under Goods train miles is due to improved loads of Goods trains Please see Para 27 (d)

The decrease in Departmental train miles is due to less running of Ballast trains

24 Engine performance —Engines on Jodhpur-Pokaran Section are double staffed, thereby extending engine miles

25 Passenger train services —

(a) Important changes made —

(i) *Mail and Express trains —* *No change.*

(ii) *Suburban trains —* *Nil*

(iii) *Passenger trains —*

(1) On 27-7-40, the Phalodi-Pokaran extension was opened for all Coaching traffic and the Up and Down trains previously running between Jodhpur-Phalodi were arranged to run between Jodhpur and Pokaran from the same date.

(2) An additional Up and Down Mixed train was introduced on the Degana-Sujangarh Branch from 1-12-40

(3) The Mixed train 9 Up previously running between Luni Junction and Hyderabad (Sind) was arranged to run between Jodhpur and Hyderabad (Sind) instead from 1-10-40.

(4) One Up and one Down Mixed Sunday train introduced as a trial measure between Balotra and Pachpadra City from 25-2-40 was made permanent from 1-10-40

(5) From 10-2-41, the train services on the Balotra-Pachpadra Branch were altered on trial to give one more train each way between Balotra and Pachpadra Salt Depot. The Head quarter of the engine was also changed from Pachpadra Salt Depot to Balotra

(iv) *Other Passenger and Mixed trains —* *No change.*

(b) *Improvement in speed —* *Nil*

(c) *Extension of through services making for a saving in overall time in Journeys —* *Nil.*

(d) *Punctuality* —The normal punctuality has been maintained as may be observed from the following table showing the percentage of passenger trains not losing time during 1940-41, as compared with 1939-40

Year	Mail	Mixed	Other passenger
1939-40	92.9	91 4	89.5
1940-41	96 7	95 2	92 9

(e) *Employment of small power units.*—Engines are employed according to the load to be cleared

26. Goods trains —

- (a) *Speeds and reduction of transit time between points.*—No change The present goods train service is satisfactory
- (b) *Marshalling Yards and their working*—During the traffic season extra temporary supervising staff was appointed at Mirpurkhas Marshalling Yard to give continual supervision to the Marshalling Yard work day and night
- (c) *Quicker transit of smalls*—No change, except the introduction of the Repack Van system between Jodhpur and B. B & C I. Railways By this system transshipment at Marwar Junction has been practically eliminated The movement of smalls is watched and delays are taken up
- (d) *Loads.*—The average net or freight load of Goods trains and net ton-miles per engine hour increased during the year under review, the figures being —

	1939-40.	1940-41.
(1) Freight load of Goods trains (Tons)	169	180
(2) Net ton miles per engine hour (Mile)	814	892

27 Vehicle usage—On the Pachpadra Branch the change in train services have enabled us to supply wagons on the day of loading with a consequent saving in wagons

The table below gives statistics of "Wagon miles per wagon day" and "Net ton miles per wagon day"

Particulars	1939-40	1940-41
Wagon miles per wagon day	43.8	43.2
Net ton miles per wagon day	190	200

28 Stock out of commission—The average number of unserviceable Goods wagons in Mechanical and Transportation Workshops and Sick lines daily was 4.45 per-cent of the total Goods stock on line as compared with 2.86 per-cent in 1939-40

29 Wagon position—No difficulty has been experienced in wagon supply during the year Supply of wagons, however, had to be curtailed against public demands when the B B & C I. Railway imposed restriction on traffic to their Railway *viz* Marwar Junction as follows —

- (1) Traffic for Nasirabad restricted to 2 wagons a day from 3-5-40 to 11-6-40
- (2) Traffic for Beawar restricted to 10 wagons a day from 3-5-40 It was completely restricted on 22-5-40 and changed to 8 wagons a day on 28-5-40, withdrawn on 24-7-40

- (3) Traffic for Ajmer restricted to 20 wagons a day from 7-5-40 to 27-7-40
- (4) Traffic for *via* Sabarmati restricted to 50 wagons a day from 15-5-40 to 21-5-40. Again it was completely restricted on 2-2-41 and 3-2-41
- (5) During 1941 traffic for *via* Marwar Junction was restricted to 60 wagons a day from 24-1-41 to 27-1-41, re-inforced from 30-1-41, raised to 65 wagons a day from 17-2-41, again raised to 80 wagons a day from 19-2-41, further raised to 90 wagons a day from 27-2-41, withdrawn from 5-3-41.

30 Reduction in train-examining points. — Nil.

31. *Method of train working and train control system in operation.*—

- (a) Trains on this Railway are worked on the Absolute Block System except on the Fedusar Branch where they are worked on the Train Staff and Ticket System.
- (b) The train control system is in operation on sections Kuchaman Road-Phulad including Fedusar sidings, Luni Junction-Hyderabad (Sind) including Jamrao *via* Jhudo, Raika Bag-Mandor, Merta Road-Chilo and Mirpurkhas-Nawabshah.

The total length of the control area excluding loops is 791 miles.

B Commercial.

32. **Important alterations in rates and fares.**—Statements are given below embodying important alterations in rates and fares and also the approximate effect on Revenue anticipated in each case.

GOODS

Commodity	Nature of change	Date of introduction	Effect on Revenue	
Lime and Lime Stone.	Reduced rates from Gotan to Hathras City, Agra Fort, Bareilly City and Aligarh were quoted in competition with other sources of supply	15-4-40	Earnings from 15/4/40 to 31/3/1941	Rs 7,585
			15/4/39 to 31/3/1940	8,560
			Decrease	975
Earthen ware & Stoneware jars	Special rates from <i>via</i> Marwar Junction for traffic from Than Junction and Nazarbagh to Hyderabad (Sind) were quoted in competition with sea cum-rail route <i>via</i> Karachi	15th Apl 1940.	Traffic during 1940-41 increased by 2,682 maunds but the fall in earnings is due to the increase not being sufficient to counter balance the reduction in rates. On the other hand, had reduced rates not been quoted the existing traffic might have been killed	
			Earnings from 15/4/40 to 31/3/41	211
			15/4/39 to 31/3/40	87
			Increase	124

Commodity	Nature of change	Date of introduction	Effect on Revenue
			Rs
Timber	Reduced rate from via Hyderabad (Sind) for traffic from Karachi to Jodhpur was quoted in adjustment with the rate from Howrah to encourage import of timber from Karachi instead of from Howrah	15th Apr 1940	Earnings from 15/4/40 to 31/3/41 1,200 15/1/39 to 31/3/40 2,030 Decrease 830
Matches safety	Reduced rates from Cambay to Hyderabad (Sind) via Marwar Junction were quoted to foster traffic	1st May 1940	The decrease has been due to diminished import of Burma teak from all the ports Earnings from 1/5/40 to 31/3/41 209 1/5/39 to 31/3/40 Increase 209
Papundhar (potash)	Special rates from Mohattanagar and Jam Sahib to Bombay were quoted in competition with rail cum sea route via Karachi	15th May 1940	Earnings from 15/5/40 to 31/3/41 2,009 1/10/39* to 31/3/40 Increase 2,009 *Mohattanagar and Jam Sahib were opened for Goods traffic from 1/10/1939
Wool loose	Special rates for wool loose from the under mentioned stations to Berwar were quoted in competition with road transport — 1 Marwar Mundwa	1st Sept 1940	Earnings from 1/9/40 to 31/3/41 847 1/9/39 to 31/3/40 526 Increase 321
	2 Khajwana	1st Sept 1940	Earnings from 1/9/40 to 31/3/41 1,419 1/9/39 to 31/3/40 220 Increase 1,199
Salt	Special rate from Pachpdra Salt Depot to Pachpdra City was quoted in competition with road transport	10th Sep 1940	Earnings from 10/9/40 to 31/3/41 87 This was new traffic resultant upon the opening of Pachpdra City station
Lime and lime stone	Special rate from Gotan to Belanganj was quoted in competition with other lime sources	1st Oct 1940	Earnings from 1/10/40 to 31/3/41 50 1/10/39 to 31/3/40 36 Increase 14
Cotton seed husks	Special rate from Hyderabad (Sind) to Mohattanagar via Mirpurkhas was introduced to prevent movement of this traffic via Nawabshah for which station N W R had quoted a specially reduced rate from Hyderabad (Sind)	23rd Oct 1940	Earnings from 23/10/40 to 31/3/41 1,310 23/10/39 to 31/3/40 Increase 1,310 This was new traffic

(n) PASSENGER FARES.

Particulars	Nature of change	Date of introduction	Effect on Revenue	
			Rs	
Easter holidays concession return tickets	Return tickets at 1½ fares for 1st and 2nd class passengers and at 1½ fares for Intermediate and 3rd class passengers were issued to increase earnings	15th Mar 1940	Earnings from	
			15/3/40 to 9/4/40	10,114
			31/3/39 to 24/4/39	18,249
			Decrease	8,135
			Decrease in the earnings during 1940 appears to be due to the acute famine conditions prevailing during the first half of this year which resulted in considerably diminished travel during the period	
Zone tickets	3rd class Zone tickets at Rs 4/4/- per ticket were introduced over the Gadra Road—Hyderabad (Sind) section including Pithoro—Jamrao loop line and Mirpurkhas—Nawabshah Railway to stimulate passenger traffic in slack season	1st July 1940	Earnings on Zone tickets from	
			1/7/40 to 31/8/40	19,629
			15/6/39 to 31/8/39	15,238
			Increase	4,391
Nathdwara fair	Inter and 3rd class return tickets from Jodhpur to Nathdwara and Udaipur were introduced at 1½ fares in order to give an impetus to passenger traffic during the duration of the fair	15th July 1940	Earnings from	
			15/7/40 to 25/9/40	1,692
			1/7/39 to 10/10/39	2,426
			Decrease	734
			The reason for this decrease is that during 1939 the concession was available for 3 months and in 1940 for 2 months only	
Urs Fair	3rd class return tickets at 1½ fares over this railway and 2 fares over B B & O I Railway from all stations New Chhor to Hyderabad (Sind) including Pithoro Jamrao and Mirpurkhas—Nawabshah Railway to Ajmer were issued to encourage fair traffic	1st Aug 1940	Earnings from	
			1/8/40 to 20/8/40	6,181
			12/8/39 to 31/8/39	4,701
			Increase	1,480
Shri Parashnathi Fair	Inter and 3rd class concession return tickets at 1½ fares from all stations on Jodhpur Railway situated in Marwar territory including via Sujangarh, via Chilo, via Kuchaman Road, via Marwar Junction and via Phulad for passengers from certain foreign line stations to Merta Road were introduced to encourage fair traffic	21st Sept 1940	Earnings from	
			21/9/40 to 27/9/40	5,142
			3/10/39 to 9/10/39	5,070
			Increase	72
Devali holidays concession return tickets	Return tickets at 1½ fares for 1st and 2nd class passengers and at 1½ fares for Intermediate and 3rd class passengers were issued to increase earnings	19th Oct 1940	Earnings from	
			19/10/40 to 10/11/40	8,172
			31/10/39 to 23/11/39	8,504
			Decrease	332
X'mas holidays concession return tickets	—do—	13th Dec 1940	The statistics regarding the effect on revenue of this concession are under compilation	

(iii) PARCELS

Commodity	Nature of change	Date of introduction	Effect on Revenue
Oranges	1/3rd parcel rates for oranges in baskets O R by passenger train from via Ujjain for traffic from the undermentioned stations to Hyderabad (Sind) were introduced in competition with the broad gauge route via New Delhi	1st Sept 1940	Earnings from 1/9/40 to 31/3/41 Nil 1/9/39 to 31/3/40 Nil
	<div style="display: flex; align-items: center; justify-content: center;"> <div style="display: flex; flex-direction: column; align-items: center;"> <div>Nagpur</div> <div>Metpanjra</div> <div>Kalambha</div> </div> <div style="font-size: 3em; margin: 0 10px;">}</div> <div>Kalol</div> </div>	1st Oct 1940	The reason for nonmaterialising of traffic at the reduced rate is being investigated.

33 The extent of adjustments in rates and fares necessitated to counteract the adverse effect of increase in rates and fares.—Due to the levy of supplementary charges, rates for live stock from Parbatsar Cattle Yard to Hissar and via Hissar for traffic to B B. & C. I. Railway stations were reduced to make the total freight inclusive of the supplementary charge equal to what it was before the date of introduction of the supplementary charge. This was done to prevent diversion of traffic to the road.

34 Instances in which Schedule rates have been assimilated by contiguous Railways—There is only one such instance, viz., the quotation of Schedule C/O for Marble powder in wagon loads on this Railway with effect from 1-10-1940 both in local and through booking with foreign Railways. It was introduced as the same schedule was notified for this commodity over the contiguous Railways, viz B B. & C I and Bk S Railways and because of the anomalous nature of the former charge.

35. Cases in which station to station rates have been quoted when it was found that the application of schedule rates in through booking hindered the free movement of traffic.—Nil

36 Simplification of tariffs and measures adopted to expedite quotation of rates to the public—With a view to simplify the tariff certain station to station rates which were not being availed of, were cancelled.

Steps have been taken to introduce station rate registers on this Railway as soon as possible. This will enable speedy quotations of rates to be made to the public at stations.

On receipt of applications from the public, authoritative rates are promptly quoted by the Traffic office of this Railway and also pamphlets containing rates for Cotton full pressed and Wheat from Sind stations to various destinations to which these are usually booked are published and distributed free to traders.

37. Improvements made in the methods of dealing with Goods traffic at stations, including the introduction of collection and delivery services and the opening of Out-agencies—Nil

38 Road Motor competition.—

- (a) *For passenger traffic* — Omnibus trains continued to operate as before.

The following adjustments in fares have been made due to road motor competition —

- (1) The third class single fare between Hyderabad (Sind) and Shahpur-Chakar via Nawabshah was reduced from 1-6-40 to compete with road-cum-rail transport via opposite North Western Railway stations
 - (ii) The third class single fare between (1) Nawabshah and Rajar (Sind) and Sinjhora and (2) Hyderabad (Sind) and stations Naoabad to Khadro were reduced from 1-5-1940 to compete with road-cum-rail transport via opposite N W Railway stations
- (b) *Other than passenger traffic* — Nil
- (c) *The extent of Motor competition indicating, if possible, the number of competitive services as compared with the years 1938-39 and 1939-40* — The bus services running during 1938-39 and 1939-40 are still running in competition with the rail route but no more bus services so far as is known have been introduced
- (d) *The estimated additional earnings secured to the Railway by the diversion of traffic, passenger and Goods, from road-motors to the rail, consequent on the recent increase in cost of operation of road motors, or resulting from a reduction in the number of Buses or Lorries on competitive routes* — With effect from 1st May 1940, third class single journey fares between Nawabshah and stations Khan (Sind) to Shahpur-Chakar and between Hyderabad (Sind) and stations Naoabad to Khadro were reduced further to compete with motor buses and with effect from 1st June 1940, through third class single journey passenger fares between Shahpur-Chakar and Hyderabad (Sind) via Nawabshah in conjunction with the N W Railway were reduced. From the same date, third class single journey fares between via Nawabshah and stations Khan (Sind) to Shahpur-Chakar were reduced due to motor competition

The figures of earnings due to diversion of traffic from road to rail are not readily available.

39. Introduction of passenger road services and the development of feeder services through contractors.—Nil

40. Contract with business community — No change has occurred since the publication of the last report.

41. Measures to develop the internal trade of the country.—
The traffic canvasser makes a point of introducing dealers to possible markets and vice versa.

42. Attention paid to the conveyance of agricultural produce—Nil

43. Claims statistics—The following statements explain the position during the year under review.—

STATEMENT—A.

Particulars	1940-41
1 Number of cases involving compensation for goods or parcels lost, damaged or delayed, carried over as unsettled at the close of the preceding year	808
2 Number of claims received and reopened for compensation on account of goods or parcels lost, damaged or delayed during the current year	2,979
3 Number of claims referred to in items 1 and 2 settled during the year	3,107
4 Balance outstanding as unsettled at the close of the year	680
5. Net amount paid in compensation (on account of items 1 and 2)	14,137
6 Percentage sum paid in compensation (item 5) bore to gross earnings	0 14
7 Average time taken in settlement of claims shown under items 1 and 2 .	2 months 15 days
8 Number of applications received for refunds on goods and parcels overcharged	3,046
9 Average time taken in settlement of claims shown under item 8 ..	1 month and 11 days

STATEMENT—B

Particulars	1940-41	
	No	Value
1 Claims paid on account of goods lost	1,198	Rs 11,111
2 " " " " " " stolen ..	28	1,489
3 " " " " " " damaged by wet	13	149
4 " " " " " " " " fire	1	5,603
5 " " " " " " " " breakage .	3	160
6 " " " " " " parcels and luggage lost and stolen .	29	271
7 " " " " " " other causes	174	4,873

STATEMENT—C

(Court Cases)

Particulars	1940-41
	No
1 Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect of goods or parcels lost, damaged or delayed . ..	8
2 Number of such suits settled out of court	1
3 Number of suits dismissed .	2
4 Number of suits decreed . ..	Nil
5 Number of suits pending ..	5

44 System of ticket checking and prevention of ticket-less travelling—No change.

The following table shows the total number of passengers detected travelling without tickets:—

Subject	Number	Amount
		Rs
1 Number detected and amount due . .	18,830	25,073
2 Number of cases in which the amount due was recovered without recourse to courts and the amount recovered .	18,516	24,382
3 Number of cases dealt with under section 112 and amount recovered .	71	42
4 Number of prosecution under section 113 and amount recovered . ..	154	371
5 Number of cases taken to courts which proved infructuous and amount due . ..	89	278

The number of mendicants turned out was 30,055

The total expenditure on travelling ticket checking staff amounted to Rs 25,531/-

C. General.

45. Mela traffic—The following four important fairs were held during the year—

- (1) Tilwara Cattle Fair or Chattri-ka-mela was held from 3/4/40 to 18/4/40 and special trains were run between Jodhpur and Tilwara Fair stations for both Inward and Outward traffic.

- (2) Parbatsar Cattle Fair or Tejaji-ka-mela was held at Parbatsar from 28/8/40 to 12/9/40 and special trains were run between Phulera and Parbatsar for both Inward and Outward traffic. This fair is largely attended by people of the Punjab
- (3) Ramdeo Fair at Ramdeora was held from 3/9/40 to 15/9/40 and special trains were run between Jodhpur and Polaran for both Inward and Outward traffic. This fair is largely attended by people of Gujrat and Kathiawar District.
- (4) Ramdeo Cattle Fair was held at Nagaur from 23/3/41 to 8/4/41 Nagaur Fair station was opened at the fair site for the fair period
- (5) Ten other fairs were also held for which one or more special trains were run and 14 fairs were also held for which special trains were not run but the composition of ordinary trains were strengthened

46 Measures taken to ensure civility and honesty on the part of the Railway staff in their dealings with the public —The importance of civility and courtesy by the staff towards public is constantly impressed upon the staff through the monthly gazette

47 Publicity —No fresh publicity has been entered into

48 A brief review of statistics relating to the settlement of claims for compensation and refunds indicating where there is practicable the average time for settlement.—(a) In the year under review 2,979 claims have been received against 2,388 in the last year or there has been an increase of 591 i.e., 24.7% which is due to the following reasons —

- (1) Due to heavy import of grain owing to famine
- (2) Increase in traffic
- (3) Public claiming for small amounts which they used to neglect formerly

The average time taken in disposal of a claim works out to 2 months and 15 days.

(b) 3,046 claims for refunds of overcharges were dealt with in the year under review against 2,733 in the previous year. The total amount of overcharges refunded was Rs 21,381/- against Rs 13,826/- in the previous year

The average time taken in settlement of a claim is one month and 11 days

357 claims were on hand at the close of the year under review

49 Opening, closing and conversion of stations — A statement showing the names of stations opened, closed, or converted from 1st April 1940 to 31st March 1941, with reasons thereof is given below —

Serial No	Name of stations	Date of opening	Date of closing	Reasons
1	Banar as Crossing station	20/1/40	30/6/40	To deal with heavy traffic
2	Shafabad as Block Section station	11/2/40	10/11/40	To give turn to engine
3	Dudia as Crossing station	27/1/40	26/7/40	To deal with heavy traffic
4	Rohat as Block Section station	1/3/40	20/6/40	For Engineering purposes
5	Tilwara as Crossing station	21/3/40	22/4/40	For Fair purposes
6	Khadeen as Crossing station	1/5/40	29/7/40	To deal with wheat season traffic
7	Bhawi as Block Section station	15/6/40	15/10/40	To terminate trains from Bhawi instead of Bilara in case of Pichyak Band over flowing
8	Mahamandir as Block Section station	11/8/40 } 22/8/40 }	12/8/40 } 23/8/40 }	To deal with Fair traffic
9	Parbatsar Fair as Crossing station	17/8/40	6/9/40	To deal with Fair traffic
10	Bidind as Block Section station	19/8/40	4/9/40	To deal with Fair traffic
11	Lilma as Crossing station	15/10/40	17/3/41	To deal with Phutty traffic
12	Khadeen as Crossing station	17/10/40	15/3/40	To deal with Phutty traffic
13	Dudia as Crossing station	1/1/41		
14	Besroh as Crossing station			
15	Nagaur Fair	6/2/41	22/4/41	For Ramdeo Cattle Fair at Nagaur
16	Tilwara	10/3/41	12/4/41	For Chattri Fair

Phalodi-Pokaran extension was opened for traffic as under —

For Goods traffic, the following stations were opened from the dates noted -

Marwar Bithri	}	15-5-40
Marwar Khara.		
Ramdeora		
Pokaran .. .		20-5-40

For Coaching traffic from 27-7-1940.

50 War activities — Troop special trains were run whenever required for Military traffic. Extra coaches were attached to passenger trains for Military traffic whenever necessary. Extra coaches as required were also attached to our trains to clear other public moving from Karachi to stations in Kathiawar. Orders for running of duplicate mails from Hyderabad (Sind) to Marwar Junction have also been provisionally issued when the total load of the mail train exceeds 40 four-wheelers. Through traffic to Kathiawar via Marwar Junction will be cleared by provision of through carriages in consultation with other Railways concerned.

CHAPTER V.

Rolling Stock, Plant and Machinery.

51. Improvements in Locomotives—Two P class saturated boilers were replaced by new super-heater boilers.

All mail and passenger engines are painted green.

52 Improvements in Coaching Stock.—

2 Passenger Brake Vans 4-wheelers	} were rebuilt on old under-frame.
1 Passenger Brake Van Bogie	
1 3rd class with kitchen Compartment bogie	
1 3rd class bogie carriage	

Five extinguishers were fitted in 4 bogie 3rd class carriages with Mail Compartment

Two Officers' saloons - 4-wheelers were vacuum braked

Elephant brand composition red flooring was laid down in the 1st and 2nd class Compartment of one bogie I, II, Inter and III class carriage and also in one bogie III class with Brake Compartment

Perforated iron plates made from scrap body panel are now being fitted to the door-ways of all lower class carriages to avoid excessive wear and tear noticed to have taken place at the bottom

All dining cars have been fitted with latrines for servants.

Folding flap tables are being fitted to the dining Compartments of bogie Inter class with Kitchen Compartments that run on Mail trains between Marwar Junction and Hyderabad (Sind)

Iron connecting pieces of over-head water tanks of carriages are being replaced by brass ones to overcome the accumulation of rust which used to flow down the pipe into basin when the cocks were operated

Masonite panels in window shutters at 3rd class carriages have been substituted for iron panels

53 Improvements in Goods stock

173 wagons were fitted with Vacuum brakes

86 wagons were fitted with Vacuum pipes

100 wagons covered 4-wheelers (MCJ type) were converted for dual purpose i.e. Cattle-cum-goods.

60 open wagons 4-wheelers were fitted with Cages for Sugar Cane traffic

27 bogie open wagons and 8 four-wheeled open wagons were fitted with Famine Relief water tanks during the Famine period

Protection of floor plates in door way are provided to all goods stock to prevent pilferage from grain bags

Axle guards of goods Brake Vans and drivers' Rest Vans are strengthened by vertical angle iron bolted on to the sole bar and rivetted on to the axle guard for even wear on the axle box collar

54. Innovations in Rolling Stock—A disinfectant called "Facto Block" has been introduced for washing the coir of cushions of 1st, 2nd and Inter class carriages before teasing and restuffing to destroy the vermin that may exist in it

55. Additions to Coaching Stock—The following Coaching vehicles have been put into commission —

One Motor Van bogie
Four Drivers' Rest Vans, 4-wheelers

56. Additions to Goods Stock—Nil

57 Plant and Machinery:—The following machines were purchased in 1940-41 —

(a) *Capital* —

One 16" Swing lathe for workshop
One open belt Sander
One band re-saw.
Replacing 6½" centres lathe No. 48 by No 3A Capstan lathe.
Replacing Universal Miller No 75 by new one
Replacing 16" Axle lathe No 6 by 28" Swing lathe.

(b) *New minor works* —

No. 7 C. P. Balances for Workshop, Jodhpur
One 314 S. 600 Grinder for Workshop, Jodhpur
One 4-A little Giant Corner Drill with long head for Workshop
Replacing 3 M V Grinders for Workshop
Wheel loading Hoist at Merta Road.
Purchasing Prumlic tools for Workshops

The following three machines were re-placed but again purchased by the Railway at the residual value instead of DS 8 mg the same to Stores.
Item No. 4 was drawn from Stores.

- 1 Universal Miller No 75
- 2 16" Axle lathe No 6.
3. 6½" Centres lathe No 48
- 4 Lathe No 45 drawn from Stores

58 Provision of Railway-owned or private owned Refrigerators:—Nil

59 Air conditioned coaches—Nil.

60. Mechanical and Electrical—Efforts are made to obtain greater availability and increased utilisation of existing Locomotives which whenever necessary work double trips

Whenever necessary, two engines instead of one are laid up monthly for shed repairs, thus prolonging the life and obtaining increased mileage and reducing the load on the workshops

61 Number and Tractive Efforts of Locomotives—A statement is given below —

Class of Engines	Total No	Tractive efforts of each lbs	Total tractive efforts, lbs
T	3	15,541	46,623
E E	5	8,450	42,250
F	8	11,760	94,080
F	4	9,695	38,740
F O	3	9,430	28,290
F O	9	7,766	69,894
Q	4	8,351	33,404
M	11	13,922	153,112
M S	10	17,052	170,520
H G (A)	5	19,584	97,920
H G (B)	6	20,825	124,950
H G (C)	3	20,825	62,475
P ₊	7	12,518	87,626
P	14	14,187	198,618
S P	10	16,077	160,770
E	1	6,557	6,557
Total	103		424,859

CHAPTER VI.

Staff

62 Number and cost of staff—The statement below gives the number and cost of staff at the end of the year under review with corresponding figures for the previous year

Particulars	NUMBER OF STAFF AND COST				DIFFERENCE	
	1939-40		1940-41		Increase + Decrease —	
	No	Cost	No	Cost	No	Cost
	Rs	Rs	Rs	Rs	Rs	Rs
Europeans	18		17		—1	
Anglo Indians	21		19		—2	
Indians	8,655		8,444		—211	
Total	8,694	33,96,636	8,480	34,35,673	—214	+39,137

The increase over the cost in 1939-40 is made up of —

Increases due to —

Rs

I	(a) Annual increments	}	1,31,000
	(b) Employment of additional staff on account of more extensive repairs to track and staff quarters and to Rolling Stock than in 1939-40		
	(a) Appointment of a Deputy Auditor under training	}	8,600
	(b) Payment of 6 months' pay to the late Senior Assistant Auditor in lieu of notice		
	(c) Promotion of the Auditor as officiating Accountant General, Class II in his service		
	3 Payment of larger amounts of travelling and mileage allowance officers and subordinates having been out on the line for longer periods, than in 1939-40		6,400
	4 Payment of gratuities to a larger number of subordinates who retired during the year		6,300
	5 Employment of an Agent to the Controller of Stores at Bombay throughout the year		1,900
			<u>1,54,200</u>

Partly set off by decreases due to —

II	1 No traffic apprentice having been trained at Chandausi	600
	2 No officer having been on leave in England during the year	35,800
	3 No passages having been availed of by any officer	1,200
	4 The bonus credited to the Provident Fund Accounts of officers on Military service having been paid by the Darbar	3,500
	5 The discharge of staff engaged for constructions on the Jodhpur and the Jodhpur-Hyderabad Railways on completion of the constructions	74,000
		<u>1,15,100</u>

Net .. 39,100

63 Staff Benefit Fund — The statement showing transactions of the fund during the year 1940-41 is given below —

Balance on the 31st March 1940	Fine inflicted	Bonus forfeited	Other amounts credited	Contribution from the Railway Revenue	Interest on balance	Total columns 1 to 6	Hospital for sick employees	Compensate allowances	School and education	Recreation clubs	Miscellaneous	Total columns 8 to 12	Balance on the 31st March 1941	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	
62	697	196	29 (a)	4,500		5,484				5,044		5,044	440	

(a) Sale proceeds of garden products and sale of old newspapers, etc.

NOTE — There are no investments in Government Promissory Notes, etc., out of the Staff Benefit Fund nor are any loans and advances to the staff or Railway Institutes, etc., permitted out of this fund on this Railway

64. Training of staff —

Locomotive Department—Firemen and Khalasies get practical training and experience from their drivers

Engineering Department.—One Permanent Way Inspector is under training.

Traffic Department —No change Refresher courses are being continued

65 Stimulation of interest of staff in their work —

Traffic Department —Slogans are inserted in the monthly gazette and staff are encouraged to send in suggestions for improvements in all branches of work.

Stores Department.—Suggestions brought forward by the staff with a view to adding to the efficiency of work in this Department are being encouraged and given due consideration

66 Improvements in the service conditions of the staff —

The following benefits have been extended to the subordinate and inferior staff of this Railway —

- (1) Accumulation of leave to the subordinate establishment *vide* Chief Minister's letter No 10383 dated 17th May 1941 in reference to Manager's letter No M. 776 E /9/52 dated 23rd July 1940.
- (2) Provident Fund concession has been granted to the inferior staff of this Railway subject to certain conditions as laid down in the Railway Board's letter No E 39P F/13 dated 10th January 1941 received with Manager's endorsement No 758U Vol III/78 dated 30-1-41
- (3) Dearness allowance to the staff getting Rs 30/- or less has been sanctioned by the Darbar *vide* Chief Minister's letter No 198/N1/ Est 25/1 dated 31st May 1941 as sanctioned by the Railway Board

67 Welfare of the staff —

Loco Department.—Staff entitled to $\frac{1}{2}$ and $\frac{3}{4}$ quarters have been sanctioned full quarter 3 B type

Engineering Department —Nil.

Traffic Department.—Meetings of staff committee are periodically held to consider staff questions.

68 Institutes —No change

69 Tournaments—The following tournaments were competed for at Jodhpur —

- (1) Indian Institute Doubles (open) Tennis tournaments
- (2) Indian Institute Foot Ball tournament.
- (3) Indian Institute Dady Volley-ball tournament.
- (4) Indian Institute Gordon Cricket tournament.

70. Railway staff and the war.—

(a) *Release of individual officers for technical war works* —The following are absent on Military Duty —

Loco Department —Mr. G H. R Wingate.

Traffic Department —Mr. C. I Wotherspoon

Engineering Department —

Major E E V Temperley.

Mr J. C Lejune

Mr S A C Henry

(b) *Release of non-gazetted staff* —

Loco Department —Captain P E Mannering joined the Military service from 1-6-1940

Engineering Department.—Two men Messrs. Shyamdas and Shiksha Nand from the clerical staff and twelve other men from the inferior staff have gone from this Department on war service

Traffic Department —One man joined Royal Air Force Two men joined and one man rejoined Military units

CHAPTER VII

Amenities for Passengers

71 Introduction of new type of 3rd class carriages—One third class bogie carriage No 1020 and one 3rd class with Kitchen compartment No 1586 were re-built in accordance with the standard laid down in the Manager's note on Railway Board's letter No 38/202/17/8 of 18-12-39.

72 Measures taken to ensure security of women passengers in trains—Strict instructions have been issued regarding the exclusion of other than bonafide servants from servants compartments and checks are being carried out

73 Provision of third class accommodation on fast through trains—On 3 Up and 4 Down an extra Inter and 3rd class Combined bogie has been attached between Hyderabad (Sind) and Mirpurkhas A census of actual passengers travelling in each train is maintained all over the Railway continually

74 Additional booking offices and Out-agencies—Nil.

75 Waiting rooms and halls for first and second class passengers—The following 1st and 2nd class waiting rooms were provided in 1940-41 —

First and second class combined at Ramdeora and Pokaran

1st and 2nd class combined for ladies only at Jodhpur

New and improved waiting rooms of a high standard have been opened at Jodhpur

76 Waiting rooms and halls for Inter and 3rd class passengers—A statement is given below containing the information in detail —

Particulars	Jodhpur Railway (Jodhpur Section)	Jodhpur Hyderabad Railway (British Section)
(a) Total number of stations open for passenger traffic	115	53
(b) Number of stations at which waiting rooms or halls have been provided for Inter class passengers —		
(i) generally ..	1	1
(ii) for women .		1
(c) Number of stations at which third class waiting rooms or halls have been provided —		
(i) generally .	74(a)	49
(ii) for women only ..	5	3
(d) Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic —		
(i) for Inter class, generally	0 87	1 88
(ii) „ „ „ women only	0 00	1 88
(iii) „ 3rd „ generally	64 35	92 45
(iv) „ „ „ women only ..	4 35	5 66

(a) Badabra was omitted last year

NOTE—Additions made during the year 1940-41 —

(a) Names of stations concerned	Class.
Marwar-Khara, Ramdeora, Pokaran	Third
Ramdeora .. .	Third (for women only)
Mirpurkhas .	Inter (for women only)
(b) Approximate cost involved—	Rs. 7,800/—

77. Covered and raised platforms—Statements are given below showing the required details—

A

Statement showing number of stations provided with Covered Platforms on 31st March 1941

Particulars	Jodhpur Railway (Jodhpur Section)	Jodhpur Hyderabad Railway (British Section)
A Total number of stations open for passenger traffic ..	115	53
(i) Class D (or flag) stations ..	45	16
(ii) Other than class D (or flag) stations	70	37
B (i) Number of stations at which there are two or more platforms ..	6	2
(ii) Total number of platforms at such stations .	18	9
(iii) Total number of covered platforms at such stations	2	4
(iv) Percentage of (iii) to (ii)	11 10	44 44
C (i) Number of stations other than/class D at which there is only one platform .	64	35
(ii) Number of such stations at which there are covered platforms .	.	.
(iii) Percentage of (ii) to (i) ..	.	.

NOTE—Additions made during the year 1940-41—

(a) Names of stations concerned ..	Nil
(b) Approximate cost involved ..	Nil

Statement showing number of stations provided with platforms above rail level on 31st March 1941.

Particulars	Jodhpur Railway (Jodhpur Section)	Jodhpur Hyderabad Railway (British Section)
A Total number of stations open for passenger traffic ..	115	53
(i) Class D (or flag) stations .	45	16
(ii) Other than class D (or flag) stations	70	37
B (i) Number of stations other than flag stations at which there are more than one platform	6	2
(ii) Total number of platforms at such stations	18	9
(iii) Total number of platforms at such stations above rail level .	14	6
(iv) Percentage of (iii) to (ii)	77 77	66 66
C (i) Number of stations at which there is only one platform ..	109	51
(ii) Number of such stations at which platforms are above rail level .	7	4
(iii) Percentage of (ii) to (i) .	6 42	7 84

NOTE:—Additions made during the year 1940-41—

(a) Names of stations concerned .	. Ramdeora
(b) Approximate cost involved .	. Rs. 900/-

78 Foot overbridges —

Number of stations provided with foot over bridges on 31st March 1941	Stations provided with foot-over bridges during the year 1940-41	
	Number	Name of Stations
2	Nil	Nil

79. Refreshment rooms for Hindus and Mohammedans on
31st March 1941 —(A) *Number of stations provided at the end of the year —*

(i) Hindu and Mohammedan combined refreshment rooms	..	..	2
(ii) Hindu refreshment room	.	.	1
(iii) Mohammedan refreshment room	.		Nil

(B) *Number of refreshment rooms which were provided during
the year —*

(i) Hindus	..	..	Nil
(ii) Mohammedans	..	..	Nil

80 Vendors' stalls in waiting halls and on platforms —

(a) The number of stations at which such stalls were in
service on the 31st March 1941 . 12(b) The number of stalls opened during the year, specifying
the names of stations concerned . 1
At Tando Jam

Three pucca stalls were built in the passenger shed at Mirpurkhas in
replacement of vendors' old kutcha stalls

81 Water supply for passengers —

(a) *At large stations* — In addition to water taps on platforms, huts
for the storage of cool drinking water are also provided(b) *At smaller stations* — At most of the stations water huts for the
storage of cool drinking water are provided with watermen in
attendance

At certain stations additional staff was engaged during the hot weather.

(c) *The number of stations at which watermen are
employed throughout the year* .. 128(d) *The total number of watermen permanently
employed* : . .. 133(e) *The number of additional watermen engaged temporarily during
the hot weather months —*

(i) Number . 25

(ii) Approximate cost . Rs 1,883

82 Restaurant or Buffet cars —

- (a) *The number of trains on which cars were run catering in the European style* — Restaurant cars catering in the European style were run on mail trains, viz, 4 Down, 1 Up, 2 Down and 3 Up between Marwar Junction and Hyderabad (Sind)
- (b) *The number of trains on which cars were run catering in the Indian style* — Refreshment cars catering in the Indian style were run on the following trains —
 11 Up and 12 Down between Hyderabad (Sind) and Mirpurkhas.
 9 Up and 10 Down between Jodhpur and Hyderabad (Sind)
 45 Up and 46 Down between Mirpurkhas and Jhudo
 29 Up and 30 Down between Degana and Sujangarh.
- (c) *The number of trains on which Buffet cars were run* — Indian Buffet cars providing light refreshments were run on the following trains —
 63 Up and 64 Down between Jodhpur and Phalodi
 21 Up and 22 Down „ Samdari and Raniwara.
 55 Up and 56 Down „ Mirpurkhas and Nawabshah
 45 Up and 46 Down „ Pithoro and Jhudo.

83. Improvements carried out in existing lower class carriages — The question of providing light, according to the Railway Board's standard, in existing carriages is under consideration in the Electrical Section of the Indian Railway Conference Association

84 Improvements carried out in latrines — Latrines of nine carriages are below standard These will be brought to standard as bodies of carriages are re-built

85 Number of stations at which improved latrines and sanitary arrangements have been installed and approximate cost — Drainage of Loco quarters at Hyderabad (Sind) — Rs 800/-

86. Arrangements made to ensure cleanliness of latrines in passenger trains — Carriage tanks are filled at terminal stations and at engine changing stations and at any watering station, water will be arranged if required by a passenger The latrines are cleaned before starting from terminal stations At all stations where sweepers are available and where time permits; whenever passengers make complaints regarding the dirtiness of a compartment or of a latrine the Station Master will detail his sweeper at once to deal with the situation

87 Suggestion (or Complaint) books.—

- (a) *Number of stations provided with Complaint books* — Six stations in Sind are supplied with Complaint books.
- (b) *The use to which they are put* — The books are available for entry of complaints by the public when the matter is immediately reported to the head office by the Station Master Very few complaints were received

- (c) *The methods employed to bring to public notice the provision of such books* — Notices to the effect that there is a complaint book at the station are posted in the waiting halls and upper class waiting rooms

88 Overcrowding in third class carriages.—There has been no overcrowding in third class carriages. A census of the passengers travelling in every train on the Jodhpur Railway is maintained daily throughout the year, so that we are able to gauge the position both to avoid overcrowding in trains and to avoid when possible the necessary haulage of more coaches than are required on any train

89 Catering contracts —The conditions prevalent on this Railway render it more desirable to give contracts to "Local professional men" rather than "by areas," except of course in the case of dining car contracts. It has been found by experience that the "Local professional man" trading in his own interest, is more likely to maintain a satisfactory standard of quality than one who is only the servant of a big contractor

CHAPTER VIII

Miscellaneous

90 Floods.—

- (a) Due to heavy rain-fall on the after-noon of 16-8-40, the water draining off from the North Western Railway formation got trapped between North Western Railway and our formation, and caused breaches at Mile 79/19-20 and 79/20-21 (near facing points at Nawabshah). These breaches were repaired and 57 Up was passed

On the 17th morning another breach 20' wide and 15' deep occurred at 79/12 13, at about 120' outside the Nawabshah outer. This was caused due to accumulation of water between North Western Railway formation and Bucheri Canal to the north of our line. 58 Down was transhipped and the breach closed in time to pass 56 Down of 17-8-40

- (b) Due to heavy rain on the morning of 15-8-40, the line was breached at Mile 22/4-5 on the Samdari-Raniwara Branch at about 5 hours. The breach was 65' X 4'. It was repaired by 16 hours the same day and trains passed

- (c) Due to extraordinary heavy rain on the evening of 19-8-40, extensive breaches occurred between Marwar Khara and Pokaran at Miles 107/1, 107/3, 108, 108/2, 110/3, 112/1 and 114/2. Consequently 6^d Down Ex Marwar Khara on 20-8-40 and 21-8-40 was allowed to proceed only upto Mile 106

35

The breaches upto Ramdeora were repaired on 21-8-40 and 64 Down Ex Marwar Khara of 22-8-40 proceeded upto Ramdeora. All the breaches were repaired on 22-8-40 and through running upto Pokaran was resumed with effect from 64 Down Ex Marwar Khara of 23-8-40.

Necessary arrangements were made for sending mails and passengers to their destinations.

Due to further heavy rain on the night of 25-8-40 and 26-8-40, the line was breached again twice at Mile 112/1 but the breaches were repaired and train services were not interrupted.

- (d) Due to heavy rain on the night of 3-6-40, the line was breached at Mile 56/1-3 and 57/7-8 between Jalsu and Ren

The breach at Mile 56/1-3 was in four different places varying from 5' to 100' in length and 1' to 2' in depth. The track of 15' in length and 2' in depth had breached at Mile 57/7-8. The breaches were repaired by 19 hours on 4-6-40 and through communication restored.

- (e) Due to heavy rain on the night of 3-6-40, the line was breached at Mile 86/10-12 and 76/6-8 between Merta Road and Khajwana on the Merta Road-Chilo Branch.

The breach at Mile 86/10-12 was in five places varying from 8 to 12 feet in length and 1 to 1½ feet in depth. At Mile 76/6-8 it was in one length of 20 ft by 3 ft.

The breach at Mile 76/6-8 was fully repaired by 18/30 hours on 4-6-40 before 13 Up was passed over it. 14 Down was passed over the temporarily supported track at Mile 86/10-12 at 20/30 hours. The breach was completely repaired by 23/30 hours on 4-6-40.

- (f) There was also a report of a breach at Mile 47/15-16 between Degana and Jalsu due to heavy rain on the night of 4-6-40. On inspection it was found that this was not a breach but a part of the bank had washed away which would have caused a breach if not attended at once. This was immediately repaired and the work completed by 23 hours on 4-6-40.

- (g) Due to rain on the night of 25th June 1940, the track at Miles 7/5-6 and 9/4-5 on the Makrana - Parbatsar Branch breached in two lengths of 25 ft. and 20 ft. These were repaired and there was no interruption to the running of trains.

- (h) As a cumulative effect of continuous rain in July 1940, water over-flowed the Pichyak-bund, about a mile up stream of Luni river between Bhawi and Bilara. The Irish bridge at Mile 22/9 10 collapsed on 25-8-40 causing a subsidence of about 300 ft of track.

28 Down of that day could not proceed to Bilara but returned to Bhawi. Repairs could not be taken up till 5-9-40 as water was flowing over the bank with high velocity. After making up the formation to safe dimensions the first two trains 27 Up and 28 Down were passed on 6-9-40 in presence of the Assistant Engineer, Eastern Section and through communication restored.

91 Accidents—During the year under review there was no important accident which requires special mention in this report

92 Prevention of accidents to staff—Attention of all staff has been drawn from time to time by circulars and orders in the Official Gazette regarding prevention of accidents. All officers and inspecting staff have also been asked to educate staff in "Safety First Methods" whenever possible and to give the matter their close personal attention.

93 Statistical results—Some of the most important results are given below:—

Coal Consumption

Particulars	1937-38	1938-39	1939-40	1940-41
	lbs	lbs	lbs	lbs
1 Coal consumption per 1,000 gross ton miles (Passenger and Proportion of Mixed)	156 0	169 6	176 9	162 1
2 Coal consumption per 1,000 gross ton miles (Goods and Proportion of Mixed)	149 0	154 1	159 9	146 3
3 Coal consumption per engine mile (Shunting)	28 1	30 0	31 6	30 2

The Coal bills during the year absorbed 28 0 days' gross earnings against 30 16 days' gross earnings in the last year.

Average speed of trains

Particulars	1937-38	1938-39	1939-40	1940-41
Passenger	20 3	20 2	20 5	20 8
Mixed	14 5	14 1	13 5	13 8
Goods (Main line)	9 76	9 58	9 35	14 0
Goods (Branch line)	11 7	10 2	11 1	13 5

Average train load

(In terms of 4-wheelers).

Particulars	1937-38	1938-39	1939-40	1940-41
Passenger	21	15	15	15
Goods (Main line)	55	56	58	59
Goods (Branch line)	22	22	24	22

Average starting wagon load.

Particulars	1937-38	1938-39	1939-40	1940-41
Coal and Coke . . .	9 62	8 80	10 2	11 8
Heavy merchandise .	7.83	7 57	8 05	8 08
Light merchandise	4 68	4 29	4 30	4 85

94 Percentage yield on Capital cost of Officers' Bungalows represented by recovery of House Rent from Officers—The percentage yield for the year under review is 4.01. The figure has been certified by the Auditor of Accounts, Jodhpur Railway. (This is in reference to Revenue Minister, Government of Jodhpur's letter No. 2505/Est-25/2 dated 10th January 1935)

95 Personnel.**A Agency Department —**

(1) Major J. W. Gordon, Manager, proceeded on one month's leave on full average pay from 3.6.40 F. N., after handing over charge of his duties to Mr. H. G. Rawlins, Secretary and Controller of Stores, who in turn handed over charge of his duties to Mr. H. G. D'mellow, Assistant Controller of Stores, who was relieved by Mr. A. N. Baxi, Office Director for the same period.

(2) Mr. H. G. Rawlins, Secretary and Controller of Stores, proceeded on two months' leave on full average pay from 3.9.40 F. N., after handing over charge of his duties to Mr. H. G. D'mellow, Assistant Controller of Stores, who was relieved by Mr. A. N. Baxi, Office Director, for the same period.

B. Stores Department —

Mr. H. G. D'mellow, Assistant Controller of Stores, proceeded on 40 days' leave from 22-7-40 F. N., after handing over charge of his duties to Mr. A. N. Baxi, Office Director, Controller of Stores office.

C. Loco Department —

(1) Mr. G. H. R. Wingate continued on Military service.

(2) K. Harnath Singh, Assistant Loco and Carriage Superintendent, proceeded on 27 days' leave from 24-2-41 F. N.

(3) Mr. R. Cardoza officiated as Assistant Loco and Carriage Superintendent, in the leave vacancy of K. Harnath Singh.

(4) Mr. Mc'Gowan, Chief Foreman, officiated as Works Manager, for the above period.

D Traffic Department —

(1) Major G. F. Evans, Chief Traffic Manager, proceeded on 1 month and 15 days' leave on full average pay, and 29 days' leave on half average pay, from 11-5-40 F. N., after handing over charge of his duties to Mr G. T. Simpson, Deputy Traffic Manager, "Commercial", who in turn handed over charge of his duties to Rai Sahib Ghisoo Lal, Assistant Traffic Superintendent, who was relieved by Mr Rafi Ahmed, Traffic Inspector, for the same period

(2) Mr Din Dayal Bedi, Assistant Traffic Superintendent, proceeded on 27 days' leave from 13-5-40, 13 days' leave from 7-10-40 and again 27 days' leave from 6-1-41 F. N.

(3) Mr Nar Narain Asopa, Assistant Traffic Superintendent, proceeded on 13 days' leave from 29-4-40 F. N., and again on 26 days' leave from 2-9-40 F. N.

(4) Mr. R. C. Bater, Deputy Traffic Manager "Transportation", proceeded on one month's leave on full average pay from 14-6-40 F. N., after handing over charge of his duties to Mr. Din Dayal Bedi, Assistant Traffic Superintendent

(5) K. Narendra Singh, Probationary Assistant Traffic Superintendent proceeded on 27 days' leave from 15-7-40 F. N.

(6) Mr C. I. Wotherspoon, Assistant Traffic Superintendent, is on Military service

E. Engineering Department —

(1) Major E. E. V. Temperley, is on Military service.

(2) Mr C. Gregory Jones, Acting Chief Engineer, proceeded on 3 months' leave on full average pay from 29-4-40 F. N., after handing over charge of his duties to Mr D. A. Phillips, Executive Engineer, who in turn handed over charge to Mr O. W. H. Roberts for the same period

(3) Messrs J. C. Lejeune and S. A. C. Henry are on Military service.

(4) Mr. O. W. H. Roberts, Assistant Engineer proceeded on 26 days' leave on half average pay from 1-4-40 F. N.

(5) Mr. C. L. Kumar, Acting Executive Engineer "West" proceeded on 3 months' leave on full average pay from 2-9-40 F. N., after handing over charge of his duties to Mr O. W. H. Roberts.

(6) Mr B. D. Gaur, Probationary Assistant Engineer proceeded on 29 days' privilege leave from 25-11-40 F. N.

F Audit Department —

Rai Bahadur Gur Saran Das Mehta, Deputy Auditor, proceeded on 36 days' ordinary leave on full pay, 20 days' emergent leave on full pay and 25 days' emergent leave on half pay from 20-1-41 F. N.

96 Anti-malarial measures—Regular anti-malarial measures are carried out through out the year at the following stations on Jodhpur Railway—

- | | |
|--------------------|--------------------|
| 1. Jodhpur City | 2 Raika Bag Palace |
| 3 Mirpurkhas. | 4 Merta Road |
| 5 Merta City | 6 Marwar Pali |
| 7 Marwar Junction. | |

In Sind section of this Railway, if intense breeding of mosquitoes near any Railway station is noticed or reported, a small party of anti-malaria gangmen is sent out from Mirpurkhas and the breeding area is treated

During the malarial season prophylactic quinine is given to employees in the Sind section

During the year under report there was wide spread malaria through-out Marwar and most of the Railway employees were given prophylactic quinine

97 Conclusion.—In conclusion I desire to place on record my appreciation of the whole-hearted co-operation and assistance rendered by all staff, officers, subordinates and men-throughout the year under review.

Jodhpur Railway.

ANNUAL REPORT.

1940-41.

SECTION II.

Capital and Revenue Accounts.

(FINANCIAL ACCOUNTS)

JODHPUR RAILWAY.

Annual Report for 1940-41.

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No. 1 —Statement of Capital outlay authorised.

No.	Date of Sanction	Sanctioning Authority	Nature of Estimate	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway	Total for the System.
						Khadro	
				Rs	Rs.	Rs	Rs
			Total Capital Outlay on final heads as per accounts up to end of the year ending 31st March 1940 ..	4,95,67,922	1,32,76,030	9,90,165	6,38,34,117
			Further Capital Outlay on final heads during the year 1940-41	4,05,592	73,601	3,706*	4,82,899
			Total	4,99,73,514	1,33,49,631	9,93,871	6,43,17,016
6741	18th March 1941	Chief Minister Govt. of Jodhpur	Budget for (final heads) 1941-42	2,57,400			2,57,400
Manager's No. M-6-B-47	24th April 1941	Manager J Ry Jodhpur	Budget for (final heads) 1941-42 ..		21,200		21,200
			Budget for (Suspense heads) 1941-42 ..	34,000	..		34,000
7957	10th April 1941	Jodhpur Government.					
			Total ..	2,91,400	21,200		3,12,600

* The figures will not agree with the figures in the Statement No. V due to rounding off.

No V.— Details of Capital Expenditure for the year ending 31st March, 1941

Particulars	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway	Total Metre Gauge System
			Khadro	
LINES OPEN FOR TRAFFIC				
	Rs	Rs	Rs	Rs
I Preliminary Expenses —				
1100 Survey Expenses		19		19
1200 Plant				
1300 Establishment				
Total		19		19
II Land	284	33,659		33,943
III Structural Engineering Works —				
3100 Formation		21,033	1,525	22,608
3200 Bridge Work	—1,721	—724		—2,445
3300 Fencing		8,564		8,564
3400 Ballast	5,821			5,821
3500 Permanent Way	1,14,680	—3,922	70	1,10,828
3600 Electric Transmission Equipment				
3700 Stations and Buildings	30,811	32,888	1,933	65,632
Total	1,49,591	57,899	3,528	2,11,008
IV Equipment —				
4100 Plant	54,406	1,808	41	56,255
4200 Electric Telegraph and Train Control Equipment		96	133	229
4300 Station and Office Furniture	1,193		5	1,198
4400 Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic				
4500 Miscellaneous				
Total	55,599	1,904	179	57,682
V Rolling Stock —				
5100 Rail	97,313			97,313
5200 Ferries				
5300 Road Motor Cars and Lorries for public traffic				
Total	97,313			97,313
VI. General Charges —				
6100 Plant Construction		—19,890*		—19,890*
6200 Pay and Allowances		4,463		4,463
6300 Operating Expenses pending opening of the line to traffic	1,191	1,101		2,292
6400 Office Expenses				
6500 Residential quarters		805		805
6600 Instruments				
6700 General Charges on Stores				
6800 Loss of Cash and Stores				
Total	1,191	—13,521		—12,330
VII Collieries				
VIII Miscellaneous (Interest during construction etc)				
IX Suspense	5,13,014	—13,758		4,99,258
X Purchase price of Jhudo Line				
Loss by Exchange				
Deduct —				
Receipt on Capital Account				
Total Expenditure for the year	8,16,992	66,194	3,707	8,86,893

* Expenditure recorded under old heads cannot be distributed in accordance with the revised classification

No V —Details of Capital Expenditure for the year ending 31st March 1941.

Particulars	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway Khadro	Total Metre Gauge System
LINES IN COURSE OF CONSTRUCTION	Rs	Rs	Rs	Rs
I Preliminary Expenses —				
1100 Survey Expenses	—220	—59		—279
1200 Plant	—961			—961
1300 Establishment	—177			—177
Total	—1,358	—59		—1,417
II Land —	74	—1,576		—1,502
III Structural Engineering Works—				
3100 Formation	—10	—1,698		—1,708
3200 Bridge Work	13,019	—2,119		10,900
3300 Fencing	6,758	—1,785		4,973
3400 Ballast	10,408	4		10,412
3500 Permanent Way	—24,266	—5,066		—29,332
3600 Electric Transmission Equipment				..
3700 Stations and Buildings	73,218	8,694		81,912
Total	79,127	—1,970		77,157
IV Equipment —				
4100 Plant	2,015	17		2,032
4200 Electric Telegraph and Train Control Equipment		58		58
4300 Station and Office Furniture	4,342	—2,096		2,246
4400 Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic				
4500 Miscellaneous				
Total	6,357	—2,026		4,331
V. Rolling Stock—				
5100 Rail				
5200 Ferries				
5300 Road Motor Cars and Lorries for public traffic				
Total	.			.
VI General Charges —				
6100 Plant Construction	—2,882	—855		—3,737
6200 Pay and Allowances	13,320	3,990		17,310
6300 Operating Expenses pending opening of the line to traffic	4,436	3		4,441
6400 Office Expenses	503	96		599
6500 Residential quarters	—337	276		—61
6600 Instruments	—1,888	—1,219		—3,107
6700 General Charges on Stores	4,145	—2,947		1,198
6800 Loss of Cash and Stores	115	—62		53
Total	17,414	—718		16,696
VII. Collieries	.			..
VIII Miscellaneous (Interest during construction etc)	.	.	.	.
IX Suspense	—16,902	4,576		—12,326
X Purchase price of Jhudo Line	.	.		..
Loss by Exchange			.	..
Deduct —				
Receipt on Capital Account				..
Total Expenditure for the year	84,712	—1,773		82,939
Grand Total	9,01,704	64,421	3,707	9,69,832

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March 1941

Particulars	TOTAL EXPENDITURE FROM COMMENCEMENT OF OPERATIONS TO END OF THE YEAR ON FINAL HEADS			
	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway Khadro	Total Metre Gauge System
	Rs	Rs	Rs	Rs
LINES OPEN FOR TRAFFIC MORE THAN TWO YEARS				
I. Preliminary Expenses —	2,02,045*		3,000*	2,05,945*
1100 Survey Expenses		21,644		24,644
1200 Plant		3,319		3,349
1300 Establishment		56,890		56,890
Total	2,02,045*	81,853	3,000*	2,90,828
II Land	39,66*	2,59,766		2,92,419
III Structural Engineering Works	1,52,66,576†	50,27,133†	6,95,805†	2,09,89,514†
3100 Formation	19,55,062	8,96,658	68,746	29,18,466
3200 Bridge Work	27,59,517	7,87,242	51,062	35,97,841
3300 Fencing	2,28,510	1,11,131	954	6,13,595
3400 Ballast	27,537	5,540		33,077
3500 Permanent Way	2,71,551	92,136	2,414	3,69,431
3600 Electric Transmission Equipment				
3700 Stations and Buildings	65,91,290	27,72,551	1,00,500	94,67,331
Total	2,71,06,053	99,95,996	9,17,511	3,60,19,560
IV Equipment	18,21,510*	1,02,190*	4,312*	19,31,042*
4100 Plant	2,07,196	1,924	76	2,12,196
4200 Electric Telegraph and Train Control Equipment	52,597	26,500	5,985	85,082
4300 Station and Office Furniture	9,114	2,906	56	12,076
4400 Motors, Lorries, Steamers or Bots required for the general purposes of the Railway but not for public traffic				
4500 Miscellaneous	22,426			22,426
Total	21,15,873	1,36,520	10,429	22,62,822
V Rolling Stock	1,78,64,369*			1,78,64,369*
5100 Rail	12,77,415			12,77,415
5200 Ferries				
5300 Road Motor Cars and Lorries for public traffic				
Total	1,91,41,784			1,91,41,784
VI General Charges	3,58,632*	3,65,738*	58,414*	7,52,784
6100 Plant Construction		34,960		38,577
6200 Pay and Allowances	2,193	2,719	3,617	4,912
6300 Operating Expenses pending opening of the line to traffic				
6400 Office Expenses		805		805
6500 Residential quarters				
6600 Instruments				
6700 General Charges on Stores				
6800 Loss of Cash and Stores				
Total	3,60,825	4,04,222	62,031	8,27,078
VII Collieries				
VIII Miscellaneous (Interest during construction etc.)				
IX Suspense	15,65,378	17,301		15,82,679
X Purchase price of Jhudo Line		11,48,649		11,48,649
Loss by Exchange		27,238		27,238
Deduct —				
Receipt on Capital Account		1,430		1,430
Total Expenditure for the year	5,06,91,621	1,20,66,135	9,93,871	6,36,91,627

* Expenditure to end of March 1938, recorded under old heads cannot be distributed in accordance with the revised Classification

† Represents amount of Ballast and Permanent Way combined to end of March 1938, which cannot be distributed separately

No VI—Estimate of further Expenditure on Capital account for the year ending 31st March, 1941

Particulars	TOTAL EXPENDITURE FROM COMMENCEMENT OF OPERATIONS TO END OF THE YEAR ON FINAL HEADS			
	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway Khadro	Total Metre Gauge System
	Rs	Rs	Rs	Rs
LINES IN COURSE OF CONSTRUCTION				
I Preliminary Expenses	57,394*			57,394*
1100 Survey Expenses	4,376	11,014		15,390
1200 Plant	1,893	4,751		6,644
1300 Establishment	12,327	18,186		30,513
Total	75,990	33,951		1,09,941
II Land	164	88,338		88,502
III Structural Engineering Works—				
3100 Formation	67,563	1,39,917		2,07,480
3200 Bridge Work	35,924	1,08,574		1,44,498
3300 Fencing	16,413	29,209		45,622
3400 Ballast	16,996	80,290		97,286
3500 Permanent Way	5,99,150	4,16,853		10,16,003
3600 Electric Transmission Equipment	43			43
3700 Stations and Buildings	1,10,957	3,06,589		4,17,546
Total	8,47,046	10,81,432		19,28,478
IV Equipment —				
4100 Plant	2,186	2,246		4,432
4200 Electric Telegraph and Train Control Equipment		3,906		3,906
4300 Station and Office Furniture	5,569	8,709		14,278
4400 Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic				
4500 Miscellaneous				
Total	7,755	14,861		22,616
V Rolling Stock—				
5100 Rail				
5200 Ferries				
5300 Road Motor Cars and Lorries for public traffic				
Total				
VI General Charges —				
6100 Plant Construction	6,239	8,720		14,959
6200 Pay and Allowances	45,629	62,236		1,07,865
6300 Operating Expenses pending opening of the line to traffic	4,438	4,835		9,273
6400 Office Expenses	3,974	8,064		12,038
6500 Residential quarters	2,204	3,699		5,903
6600 Instruments	2,212	491		2,703
6700 General Charges on Stores	11,505	13,765		25,270
6800 Loss of Cash and Stores	115	49		164
Total	76,316	1,01,859		1,78,175
VII Collieries				
VIII Miscellaneous (Interest during construction etc)				
IX Suspense	621			621
X Purchase price of Jhudo Line				
Loss by Exchange				
Deduct —				
Receipt on Capital Account		19,644		19,644
Total Expenditure for the year	10,07,892	13,00,797		23,08,689
GRAND TOTAL	5,15,39,513	1,33,86,932	9,93,871	6,59,00,316

* Expenditure recorded under old heads cannot be distributed in accordance with the revised Classification

† Represents amount of Ballast and Permanent way combined to end of March 1938, which cannot be distributed separately

No VII—CAPITAL ACCOUNT

JODHPUR—HYDERABAD RAILWAY—(British Section.)

Dr			Cr		
	Open Line	Construc- tion	By—	Open Line	Cons- truction.
To expenditure incurred in India	Rs 1,02,77,385	Rs 13,00,797	I—Preliminary Expenses— 1100 Survey Expenses 1200 Plant 1300 Establishment	Rs 24,644 3,349 56,890	Rs 11,014 4,751 18,186
To expenditure incurred in England			II—Land	2,52,756	88,338
Stores @ 2s a rupee to end of 1926 27 Rs 16,01,966			III—Structural Engineering Works 3100 Formation 3200 Bridge Work	50,27,438* 8,96,658 7,87,242	1,39,917 1,08,574
Stores @ 1s 6d a rupee during 1927-28 Rs 2,86,784			3300 Fencing 3400 Ballast	4,14,131 5,540	29,209 80,290
Stores from 1928 29 to 1940 41 Rs Nil	17,88,750		3500 Permanent Way 3600 Electric Transmission Equipment 3700 Stations and Buildings	92,436 27,72,551	4,16,853 3,06,589
Miscellaneous			IV—Equipment 4100 Plant 4200 Electric Telegraph and Train Control Equipment 4300 Station and Office furniture 4400 Motors, Lorries, Steamers or boats required for the general purposes of the Railway but not for public traffic 4500 Miscellaneous	1,02,190* 4,924 26,500 2,906	2,245 3,907 8,709
To charge for leave and pension allowances	20,522		V—Rolling Stock 5100 Rail 5200 Ferries 5300 Road Motor Cars and Lorries for public traffic		
To charge for Capitalization of abatement of land revenue	40,022		VI—General Charges 6100 Plant construction 6200 Pay and allowances 6300 Operating Expenses pending opening of the line to traffic 6400 Office expenses 6500 Residential Quarters 6600 Instruments 6700 General charges on Stores 6800 Loss of Cash and Stores	3,65,738* 34,960 2,719 805	8,720 62,236 4,835 8,064
			VII—Collieries		3,699 491
			VIII—Miscellaneous (interest during construction)		13,765 49
			Loss by exchange	27,238	
			IX—Suspense Accounts	17,301	
			Total	1,09,18,916	13,20,441
			X—Purchase price of Jhudo Line	11,48,649	
			Total	1,20,67,565	13,20,441
			Deduct— Receipts on Capital Accounts	1,430	19,644
			Net Capital Outlay	1,20,66,135	.
			Add—Charge for leave and pension allowances	20,522	
			Add—Charge for Capitalization of abatement of land revenue	40,022	
Total	1,21,26,679	13,00,797	Total	1,21,26,679	13,00,797

* Expenditure to end of March 1938 recorded under old heads cannot be distributed in accordance with the revised Classification

A R REBELLO,
for Manager,
Jodhpur Railway

Dated the 4th June, 1941.

No. VIII (Continued)
JODHPUR RAILWAY---(Jodhpur section)
Revenue Accounts for the year ending 31st March 1941

Dr.

Cr

Expenditure				Earnings		
Percentage on gross earnings	Previous year	Particulars	Year ended 31st March 1941	Percentage on gross earnings	Previous year	Particulars
	Rs		Rs		Rs	Rs
7 08	6,64,296	To Maintenance of structural works	6,35,889	6 13		
14 98	14,05,568	" Maintenance and supply of Loco motive power	14,91,383	14 37		
4 07	3,81,867	" Maintenance of Carriage and Wagon Stock	4,07,130	3 92		
7 26	6,80,507	" Expenses of Traffic Department	6,93,078	6 68		
3 08	2,88,842	" Expenses of General Department	3,03,595	2 92		
2 16	2,02,539	" Miscellaneous Expenses	2,02,356	1 95	2,47,190	Upper Classes
2 17	2,03,788	" Electrical Service Department	2,11,128	2 03	22,86,991	Third Class
14 55	13,64,676	" Renewal & Replacement Expenditure	6,94,101	6 69	3,71,833	Other Traffic
		Payment to worked lines —			60,07,212	II —Earnings from Goods Traffic
		(a) Net Earnings				
		(b) Rebate				
		(c) Subsidy			4,66,740	III —Miscellaneous Earnings
55 35	51,92,083	To Total, Working Expenses	46,38,660	44 69		
44 65	41,87,883	Balance, Net Earnings	57,41,135	55 31		
100-00	93,79,966	Total	1,03,79,795	100 00	93,79,966	Total Earnings
						1,03,79,795

By
I —Earnings from Coaching Traffic —
Passenger Traffic —

Dated the 4th June, 1941

A R REBELLO,
for Manager,
Jodhpur Railway

No. VIII. (Continued)
JODHPUR-HYDERABAD RAILWAY (*British Section*).
(Including M. K. B. Railway).

Revenue Accounts for the year 31st March 1941

Dr

Cr.

E x p e n d i t u r e				E a r n i n g s		
Percentage on gross earnings	Previous year	Particulars	Year ended 31st March 1941	Percentage on gross earnings	Previous year.	Particulars
	Rs		Rs		Rs	Rs
8 12	3,62,157	To Maintenance of structural works.	3,61,423	7 70		
15 56	6,93,861	„ Maintenance and supply of Locomotive Power	6,97,964	14 86		
4 23	1,88,509	„ Maintenance of Carriage and Wagon Stock	1,90,536	4 06		
7 55	3,46,385	„ Expenses of Traffic Department ..	3,24,787	6 92		
3 38	1,50,450	„ Expenses of General Departments	1,52,571	3 25		
10 17	4,53,207	„ Miscellaneous Expenses	4,43,525	9 44	1,66,769	Upper Classes
2 33	1,03,922	„ Electrical Service Department	1,07,277	2 28	14,58,250	Third Class ..
10 68	4,76,246	„ Renewal & Replacement Expenditure .	3,29,842	7 02	1,51,381	Other Traffic .
3 73	1,66,306	Payment to worked lines— (a) Net Earnings	1,32,328	2 82	26,19,465	II Earnings from Goods Traffic.
		(b) Rebate ..		..
		(c) Subsidy		.	62,057	III Miscellaneous Earnings
65 75	29,31,043	To Total, working Expenses	27,40,253	58 35		
34 25	15,26,879	Balance, Net Earnings	19,55,593	41 65		
100 00	44,57,922	Total	46,95,846	100 00	44,57,922	Total Earnings
						46,95,846

A. R. REBELLO,
for Manager,
Jodhpur Railway

Dated the 4th June, 1941.

[illegible]

A R RIBELLO,
for Manager,
Jalapur Railway

Dated the 4th June, 1941

JODHPUR RAILWAY —(System)

Summary of Working Expenses for the year ending 31st March 1941.

Particulars	JODHPUR RAILWAY					JODHPUR-HYDRABAD RAILWAY INCLUDING MIRPURKHAS-KHADRO LINE				
	I	II	III	IV	Total	I	II	III	IV	Total
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Abstract A .	1,47,399	4,88,489	.	6,00,038	12,35,926	69,338	2,92,085		2,88,924	6,50,347
" B	89,453	3,24,651	10,77,280	56,861	15,48,245	41,863	1,51,936	5,04,165	24,919	7,22,883
C ..	76,036	2,91,972	39,122	37,202	4,44,332	35,585	1,36,642	18,309	15,999	2,06,535
" D ..	.	.	.	.	..			..	.	.
" E .	1,16,380	18,481	5,58,217	..	6,93,078	54,466	8,649	2,61,672		3,24,787
" F ..	3,00,817	2,778			3,03,595	1,51,271	1,300	..	.	1,52,571
" G ..	1,62,357	..	39,999		2,02,356	75,983	..	3,67,542	.	4,43,525
" H ..	3,253	1,14,860	93,015	.	2,11,128	1,522	61,691	44,064		1,07,277
Total for the system	8,95,695	12,41,231	18,07,633	6,94,101	46,38,660	4,30,028	6,52,303	11,95,752	3,29,842	26,07,925
										72,46,585

Abstract A

No X.—Maintenance of Structural Works

Year ending 31st March, 1940

Year ending 31st March, 1941.

Total	Jodhpur-Hyderabad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
78,759	26,030	52,729	I GENERAL ADMINISTRATION —	57,865	27,312	85,177
			1100 Pay and Leave Salary —			
			1110 Administrative and Executive Officers			
			1111 Civil Engineers			
			1112 Signal Engineers			
			1113 Bridge Engineers			
			1120 Subordinate supervising staff			
22,313	6,634	15,679	1121 Permanent Way	16,787	7,336	24,123
19,562	8,684	10,878	1122 Works	12,893	6,095	19,888
7,207	1,805	5,402	1123 Signal and Inter-locking	5,149	2,095	7,244
			1124 Bridge			
55,264	18,264	37,000	1130 Office Staff	37,953	17,760	55,713
			1131 Way and Works			
			1132 Signal and Inter-locking			
			1133 Bridge			
4,611	1,524	3,087	1200 Travelling and other Compensatory Allowances	3,010	1,409	4,419
			1300 Passages			
—684	—226	—458	1301 Officers			
			1302 Subordinates			
9,577	3,165	6,412	1400 Contingent Office expenses	5,011	2,345	7,356
11,875	3,925	7,950	1500 Overseas pay of Officers paid in England	8,970	4,198	13,168
11,937	3,945	7,992	1600 Leave salary of Officers and Subordinates paid in England	—239	—112	—351
			1700 Pay and leave salary in lieu of notice to retrenched personnel			
2,20,421	73,750	1,46,671	A—1 TOTAL GENERAL ADMINISTRATION	1,47,399	69,338	2,16,737
			II ORDINARY REPAIRS AND MAINTENANCE —			
			2100 Structural Works —			
			2110 Track (including sidings other than Workshop sidings)			
4,18,598	1,34,418	2,84,180	2111 Wages of Permanent Gangs (i) Ordinary	3,00,938	1,44,768	4,45,706
			(ii) Special			
32,374	11,422	20,952	2112 Wages of Temporary Gangs (i) Ordinary	12,562	4,577	17,139
524		524	(ii) Special	1,371	22,368	23,739
21,388	14,194	7,194	2113 Ballast (i) Ordinary	2,425	12,081	14,506
			(ii) Special			
15,411	5,049	10,362	2114 Permanent way and other stores (i) Ordinary	12,762	5,521	18,283
			(ii) Special			
14,800	7,207	7,593	2115 Earth Work (i) Ordinary	7,813	7,476	15,289
69		69	(ii) Special	1,671	3,566	5,237
30,740	8,498	22,242	2120 Bridges (other than over and under Bridges) (i) Ordinary	7,146	15,018	22,164
—145	—268	123	(ii) Special	35	—81	—46
12		12	2130 Foot and Road over bridges and under bridges (i) Ordinary			
			(ii) Special			
			2140 Tunnels (i) Ordinary			
			(ii) Special			
1,103	1,962	—859	2150 Service buildings —			
			2151 Offices (i) Ordinary	133	1,807	1,940
			(ii) Special			
20,870	8,004	12,866	2152 Stations (i) Ordinary	8,848	4,087	12,935
			(ii) Special			
154		154	2153 Running Shed (i) Ordinary	2,034	191	2,275
			(ii) Special			
3,215	4,875	—1,660	2154 Workshops and Stores (i) Ordinary	—2,824	+4,413	1,589
			(ii) Special			
—56		—56	2155 Electric power stations and sub-stations (i) Ordinary			
			(ii) Special			
13,020	2,707	10,313	2160 Residential Staff Quarters —			
			2161 Rent returning (i) Ordinary	6,078	3,137	9,215
			(ii) Special			
50,177	20,659	29,518	2162 Non rent returning (i) Ordinary	29,638	17,470	47,108
1,004	43	961	2163 Welfare of building	529	69	598
			2170 Shore connections at Ferries (i) Ordinary			
			(ii) Special			
6,23,258	2,18,770	4,04,488	Carried Over	3,91,209	2,46,468	6,37,677

Abstract A —(Concluded)

No X.—Maintenance of Structural Works

Year ending 31st March, 1940.

Year ending 31st March, 1941

Total	Jodhpur Hyder- abad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hyder- abad Railway (British Section)	Total
Rs 6,23,258	Rs 2,18,770	Rs 4,04,488	Brought Forward	Rs 3,91,209	Rs 2,46,468	Rs 6,37,677
.	.	.	2180 Ecclesiastical — 2181 Churches (i) Ordinary (ii) Special	.	.	.
2,332	1,938	394	2182 Monuments (i) Ordinary (ii) Special	7	269	276
13,521	11,298	2,223	2190 Miscellaneous — 2191 Service Roads (i) Ordinary (ii) Special	6,545	6,092	12,637
18,274	6,915	11,359	2192 Other than service roads (fencing etc) (i) Ordinary (ii) Special	9,930	4,167	14,097
5,008	877	4,131	2200 Equipment — 2210 Engineers' tools and plants	1,845	814	2,659
1,739	645	1,094	2220 Service Motor Cars (Rail, Road and Trolleys) 2221 Repair costs	1,261	807	2,068
355	250	105	2222 Working costs	435	196	631
32,904	12,824	20,080	2230 Furniture and office equipment	25,736	10,603	36,339
30,867	12,291	18,576	2240 Station Machinery 2241 For water	11,818	6,523	17,841
1,284	1,109	175	2242 Other than for water (i) Ordinary (ii) Special	49	25	74
60		60	2250 Signal and inter-locking works 2251 Interlocked and semi- interlocked (i) Ordinary (ii) Special	1,948	1	1,949
2,856	1,344	1,512	2252 Non interlocked (i) Ordinary (ii) Special	1,764	961	2,725
60,048	17,253	42,795	2300 Conservancy of rivers	33,200	10,429	43,629
1,545	..	1,545	2400 Plantations, Nurseries and Gardens	1,378	1,378	1,378
7,129	1,592	5,537	2500 New Minor works 2501 Original works or additions	3,212	3,357	6,569
149	148	1	2502 Replacements	520	155	675
28	28		2600 Miscellaneous expenses 2601 Carriage of Revenue Stores (i) Ordinary (ii) Special	116	—42	74
1,166	1,198	—32	2602 Loss of cash	—606	—118	—724
3,509	—73	3,582	2603 Loss of stores (Physical losses)			
			2604 Loss of stores depreciation or deterioration			
			2700 Leave allowances and pay in lieu of notice to re- trenched personnel			
8,06,032	2,88,407	5,17,625	A—II TOTAL REPAIRS AND MAINTENANCE	4,88,489	2,92,085	7,80,574
17,53,964	4,18,074	13,40,890	IV Appropriation to Depreciation Reserve Fund or Replacements and Renewals —			
1,02,365	88,088	19,277	4100 Structural Works	7,00,797	2,61,019	9,61,816
12,698	7,273	5,425	4101 Track (Running lines sidings and yards)	7,600	6,173	13,773
7,885	8,769	—884	4102 Bridges and works incidental thereto	4,759	3,205	7,964
5,022	758	4,264	4103 Tunnels and works incidental thereto	3,722	836	4,558
27,176	21,812	5,364	4104 Service buildings	—500	25,935	25,435
—1,404	—1,404		4105 Residential staff quarters			
4	4		4106 Shore connections at ferries			
—7	—7		4107 Miscellaneous			
—2,82,544	—1,28,910	—1,55,634	4200 Equipment 4201 Station Machinery	—1,16,340	—12,158	—1,28,498
16,30,159	4,11,457	12,18,702	4202 Signal and inter-locking	6,00,038	2,88,924	8,88,962
			4203 Service Motor cars and trolleys			
			4204 Miscellaneous			
			4300 Credits for released materials			
			TOTAL REPLACEMENTS AND RENEWALS			
			4400 Net Appropriation to Depreciation Reserve Fund plus or minus			
			IV Total Appropriation to Depreciation Reserve Fund			
26,56,612	7,73,614	18,82,998	TOTAL ABSTRACT A	12,85,926	6,50,347	18,86,273

Value of Stores returned to stock and credited during the year 1940-41 is Rs 40,169/- (JR 31,646 and JHR 8,523)

Abstract B

No X—Maintenance and Supply of Locomotive Power

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hydera bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
			I—GENERAL ADMINISTRATION—			
			1100 Pay and Leave salary—			
			1110 Officers—			
8,734	2,887	5,847	1111 Administrative	3,903	1,826	5,729
5,480	1,811	3,669	1112 Workshops	3,903	1,826	5,729
6,509	2,151	4,358	1113 Running	6,326	2,961	9,287
			1120 Subordinate Supervising Staff—			
1,465	484	981	1121 Administrative Offices	2,857	1,337	4,194
16,468	5,443	11,025	1122 Workshops	11,591	5,425	17,016
26,357	8,711	17,646	1123 Running	18,007	8,427	26,434
			1130 Office Staff—			
24,782	8,191	16,591	1131 Administrative Offices	16,993	7,953	24,946
16,074	5,312	10,762	1132 Workshops	11,009	5,152	16,161
13,049	4,313	8,736	1133 Running	9,116	4,266	13,382
2,827	934	1,893	1200 Travelling and Compensatory Allowances	2,069	968	3,037
			1300 Passages—			
574	190	384	1301 Officers	—161	—75	—236
			1302 Subordinates			
2,351	777	1,574	1400 Contingent Office expenses	1,531	717	2,248
2,539	839	1,700	1500 Overseas pay of officers paid in England	2,350	1,100	3,450
6,751	2,231	4,520	1600 Leave salary of officers and subordinates paid in England	—41	—20	—61
			1700 Pay and leave salary in lieu of notice to retrenched personnel			
1,33,960	44,274	89,686	B I—Total General Administration	89,453	41,863	1,31,316
			II—ORDINARY REPAIRS AND MAINTENANCE—			
			2100 Locomotive—			
			2110 Running Repairs—			
55,195	18,242	36,953	2111 Repairing and fitting { Wages	40,570	18,987	59,557
30,693	10,144	20,549	done in sheds { Materials	19,293	9,029	28,322
45,841	15,150	30,691	2112 Works done in Shops { Wages	28,107	13,154	41,261
76,480	25,277	51,203	for sheds { Materials	67,339	31,514	98,853
			2113 Leave salary paid in { Wages			
			England { Materials			..
2,08,209	68,813	1,39,396	Total (Carried Over)	1,55,809	72,684	2,27,993

Abstract B—(Contd)

No X.—Maintenance and supply of Locomotive Power.

Year ending 31st March, 1940

Year ending 31st March, 1941.

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
2,08,209	68,813	1,39,396	Brought Forward	1,55,309	72,684	2,27,993
			2120 Workshops repairs (Outturn from manu- facture suspense)—			
95,571	31,586	63,985	2121 Periodical overhauls { Wages	62,003	29,018	91,021
60,761	20,082	40,679	{ Materials	44,097	20,637	64,734
3,666	1,212	2,454	2122 Intermediate overhauls { Wages	12,411	5,809	18,220
3,199	1,057	2,142	{ Materials	14,209	6,649	20,858
805	266	539	2123 Special overhauls { Wages	42	19	61
			{ Materials	20	10	30
			2124 Superheater and other conversions { Wages			
			{ Materials			
..	..		2125 Other Repairs { Wages			
			{ Materials			
—805	—266	—539	2126 Special Adjustments { Wages			
			{ Materials			
521	172	349	2127 Trials and experiments { Wages	270	127	397
			{ Materials			
..			2128 Overcharges and Under-charges on cost { Wages			
			{ Materials			
			2129 Overcharges and Under-charges manufacture and repairs { Wages			
			{ Materials			
2,401	793	1,608	2200 Equipment—			
2,730	902	1,828	2210 Machinery and Tools—			
			2211 Shed machinery and tools { Wages	1,628	762	2,390
			{ Materials	3,412	1,597	5,009
14,097	4,659	9,438	2212 Wages of pump fitting staff, pumps, materials and tools for pumps { Wages	10,220	4,783	15,003
			{ Materials	4,855	2,272	7,127
4,683	1,548	3,135	2213 Workshop machinery (outturn from manufacture suspense) { Wages	7,743	3,624	11,367
9,876	3,264	6,612	{ Materials	4,219	1,974	6,193
5,739	1,897	3,842	2220 Service Motor Cars (Rail and Road and Trolleys)—			
			2221 Repair Costs { Wages	3	1	4
11	4	7	{ Materials	2	1	3
—42	—14	—28	2222 Working Costs .. { Wages	17	8	25
30	10	20	{ Materials	17	8	25
432	143	289	2230 Furniture and Office equipment { Wages	237	111	348
118	39	79	{ Materials	93	44	137
384	127	257	2300 New minor works—			
1,641	542	1,099	2301 Original works or additions { Wages	423	198	621
			{ Materials	1,898	888	2,786
2,278	753	1,525	2302 Replacements { Wages	2,938	1,374	4,312
267	88	179	{ Materials	—1,415	—662	—2,077
			2400 Pay and leave salary in lieu of notice to retrenched personnel			
4,16,572	1,37,677	2,78,895	B II—Total Ordinary repairs and Maintenance	3,24,651	1,51,936	4,76,587
			III—OPERATING EXPENSES—			
			3100 Running Staff—			
95,290	31,493	63,797	3101 Wages of Loco Crews	65,757	30,773	96,530
1,04,163	34,426	69,737	3102 Mileage and overtime	71,768	33,582	1,05,340
54,670	18,068	36,602	3103 Wages of shed and yard cleaning	41,492	19,418	60,910
6,185	2,044	4,141	3104 Contingent charges including clothing	3,850	1,802	5,652
			3105 Leave allowances paid in England			
			3106 Passages for non-gazetted staff			
2,60,308	86,031	1,74,277	Total (Carried Over)	1,82,857	85,575	2,68,432

Abstract B—(Concluded)

No. X.—Maintenance and Supply of Locomotive Power

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hyderra- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hyderra- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
£50,308	86,031	1,74,277	Brought forward	1,62,857	85,575	2,68,432
			3200 Fuel—			
			3210 Coal—			
			3211 Indian			
			3212 Foreign			
2,45,343	81,086	1,64,257	Weight in Tons	70,787	319	2,22,418
			3220 Patent Fuel			
			3230 Oil Fuel			
1,545	511	1,034	3240 Wood and other Fuel	973	150	1,429
			3250 Freight on Fuel—			
6,99,542	2,31,199	4,68,343	3251 Sea and Foreign Railway	4,72,379	2,21,072	6,93,451
1,78,547	59,010	1,19,537	3252 Home Railway	1,14,152	69,176	2,17,028
			3260 Handling charges on Fuel	7,604	3,559	11,163
8,111	2,681	5,430	3270 Losses of Fuel	7,877	3,657	11,534
8,612	2,846	5,766	3280 Loss on working of State Railway Collieries			
			3300 Water	50,473	37,651	1,18,134
1,00,491	33,212	67,279	3400 Oil, Tallow and other Stores	23,001	10,764	33,765
25,125	8,304	16,821	3500 Payments to other Railways—			
			J R J H R Total			
			3501 Haulage of trains			
			Receipts 4,963	2,323	7,286	
			Charges 2,574	1,205	3,779	
—1,264	—418	—846	3502 Shunting at Joint Stations			
..			Receipts 9,829	4,600	14,429	
			Charges			
—5,029	—1,662	—3,367	3503 Hire of Locomotives			
			Receipts			
			Charges			
			3600 Miscellaneous Expenses—			
			3601 Carriage of Revenue stores excluding fuel	1,568	734	2,302
1,971	651	1,320	3602 Loss of Cash			
3	1	2				
13,101	4,330	8,771	3603 Loss of Stores—Physical loss	11,419	5,355	16,794
12,491	4,128	8,363	3604 Loss of stores due to Depreciation or Deterioration	1,343	628	1,971
			3700 Pay and leave salary in lieu of notice to retrenched personnel			
15,48,897	5,11,910	10,36,987	B III—Total Operating Expenses	10,77,280	5,04,165	15,81,445
			IV—Appropriation to Depreciation Reserve Fund or Replacements and Renewals—			
			4100 Steam Locomotives—			
			4101 Workshop Charges			
5,633	1,430	4,203	4102 Other Charges and adjustments	—135	—63	—198
			4200 Steam Loco Boilers—			
			4201 Workshop Charges			
45,511	13,876	31,635	4202 Other Charges	44,924	19,560	64,484
			4300 Equipment—			
			4301 Workshop Machinery			
38,340	12,633	25,707	4302 Running Shed Machinery	13,609	6,141	19,750
			4303 Service Motor Cars			
—13,898	—4,593	—9,305	4400 Credits for released materials	—1,537	—719	—2,256
75,586	23,346	52,240	Total Replacements and Renewals	56,861	24,919	81,780
			4500 Net appropriation to Depreciation Reserve Fund (+) or (—)			
			B IV—Total Appropriation to Depreciation Reserve Fund			
21,75,015	7,17,207	14,57,808	Total Abstract 'B'	15,48,245	7,22,883	22,71,128

Value of Stores returned to stock and credited during the year 1940—41 is Rs 18,737/- (J R 12,764/- & J H R 5,973)

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
			I —GENERAL ADMINISTRATION —			
			1100 Pay and leave salary —			
			1110 Officers —			
8,734	2,886	5,848	1111 Administrative	3,902	1,826	5,728
5,480	1,811	3,669	1112 Workshops	3,902	1,826	5,728
6,508	2,151	4,357	1113 Running	6,326	2,961	9,287
			1120 Subordinate Supervising Staff —			
1,466	485	981	1121 Administrative Offices	2,857	1,337	4,194
84,472	11,393	23,079	1122 Workshops	92,567	10,562	33,129
3,593	1,188	2,405	1123 Running	2,611	1,222	3,833
			1130 Office Staff —			
24,781	8,190	16,591	1131 Administrative Offices	16,994	7,953	24,947
16,074	5,312	10,762	1132 Workshops	11,009	5,152	16,161
1,249	413	836	1133 Running	872	408	1,280
1,718	568	1,150	1200 Travelling and other compensatory allowances	1,850	646	2,026
			1300 Passages —			
574	190	384	1301 Officers	—172	—81	—253
			1302 Subordinates			
2,229	737	1,492	1400 Contingent Office Expenses	1,479	692	2,171
2,539	839	1,700	1500 Overseas pay of Officers paid in England	2,350	1,100	3,450
			1600 Leave and salary of subordinates and Officers paid in England	—41	—19	—60
6,751	2,231	4,520	1700 Pay and leave salary in lieu of notice to retrenched personnel			
1,16,165	38,394	77,774	C.—I —TOTAL GENERAL ADMINISTRATION	76,036	35,585	1,11,621
			II —(ORDINARY REPAIRS AND MAINTENANCE —			
			2100 Coaching Vehicles —			
			2110 Running Repairs —			
3,619	1,196	2,423	2111. Work done on sick lines and train examining stations { Wages	2,718	1,272	3,990
217	72	145	{ Materials	321	151	472
5,734	1,895	3,839	2112 Work done in Workshop for sick lines { Wages	3,828	1,792	5,620
5,437	1,797	3,640	{ Materials	4,135	1,935	6,070
			2120 Workshop repairs (Out-turn from manufacture suspense) —			
			Passenger Carriages —			
1,17,931	38,976	78,955	2121 Periodical Overhauls { Wages	79,266	37,097	1,16,363
54,822	16,119	38,703	{ Materials	40,673	19,035	59,708
831	275	556	2122 Special Repairs { Wages	394	184	578
1,058	348	705	{ Materials	262	122	384
1,055	348	707	2123 Petty Repairs { Wages	342	160	502
262	87	175	{ Materials	223	104	327
			2124 Other Repairs { Wages	12	6	18
			{ Materials			
—694	—229	—465	2125 Special Adjustments { Wages			
			{ Materials	275	128	403
1,548	512	1,036	2126 Trials and Experiments { Wages			
			{ Materials	395	185	580
			2130 Workshop repairs (Out turn from manufacture suspense) Other Coaching Vehicles (Tourist cars and Restaurant cars) —			
12,955	4,281	8,674	2131 Periodical Overhauls { Wages	10,661	4,990	15,651
9,083	3,002	6,081	{ Materials	5,599	2,620	8,219
			2132 Special Repairs { Wages	763	357	1,120
			{ Materials	785	368	1,153
35	11	24	2133 Petty Repairs { Wages			
			{ Materials			
			2134 Other Repairs { Wages			
			{ Materials			
			2135 Special Adjustments { Wages			
			{ Materials			
			2136 Trials and Experiments { Wages	93	43	136
			{ Materials			
			2137 Overcharges and Undercharges—On cost { Wages			
			{ Materials			
			2138 Overcharges and Undercharges—Manufactures { Wages			
			{ Materials			
			2200 Rail Cars —			
			2210 (Steam propelled) Running Repairs —			
			2211 Work done in sick lines { Wages			
			{ Materials			
			2212 Work done in Workshops for sick lines { Wages			
			{ Materials			
2,13,888	70,690	1,43,198	Total (Carried Over)	1,50,745	70,549	2,21,294

Abstract C—(Contd.)

No X—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1940

Year ending 31st March, 1941.

Total	Jodhpur Hydera bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera bad Railway (British Section)	Total
Rs 2,13,888	Rs 70,690	Rs 1,43,198	Brought forward	Rs 1,50,745	Rs 70,540	Rs 2,21,284
			Workshop Repairs —			
			2213 Periodical Overhauls { Wages			
			{ Materials			
			2214 Special Repairs { Wages			
			{ Materials			
			2215 Petty Repairs { Wages			
			{ Materials			
			2216 Other Repairs { Wages			
			{ Materials			
			2217 Special Adjustments { Wages			
			{ Materials			
			2218 Trials and Experiments { Wages			
			{ Materials			
			2220 (Internal combustion engine propelled) —			
			Running Repairs —			
			2221 Work done in sick lines { Wages			
			{ Materials			
			2222 Work done in Workshops for { Wages			
			sick lines { Materials			
			Workshop Repairs —			
			2223 Periodical Overhauls { Wages			
			{ Materials			
			2224 Special Repairs { Wages			
			{ Materials			
			2225 Petty Repairs { Wages			
			{ Materials			
			2226 Other Repairs { Wages			
			{ Materials			
			2227 Special Adjustments { Wages			
			{ Materials			
			2228 Trials and Experiments { Wages			
			{ Materials			
			2300 Goods Vehicles —			
			2310 Running Repairs —			
10,781	3,563	7,218	2311 Work done in sick lines { Wages	8,210	3,542	12,052
267	88	179	{ Materials	196	92	288
7,256	2,398	4,858	2312 Work done in Workshops for { Wages	1,005	2,296	7,201
14,800	4,891	9,909	sick lines { Materials	14,325	6,704	21,029
			2320 Workshop repairs (Out turn from manufac- ture suspense) —			
66,735	22,056	44,679	2321 Periodical Overhauls { Wages	43,702	20,453	64,155
46,815	15,472	31,343	{ Materials	33,227	15,551	48,778
4,143	1,369	2,774	2322 Special Repairs { Wages	710	332	1,042
2,332	771	1,561	{ Materials	959	449	1,408
1,400	463	937	2323 Petty Repairs { Wages	1,348	631	1,979
20	6	14	{ Materials	1,478	692	2,170
			2324 Other Repairs { Wages			
			{ Materials			
			2325 Special Adjustments { Wages			
			{ Materials			
			2326 Overcharges and Under- { Wages			
			charges-On cost { Materials			
			2327 Overcharges and Under- { Wages			
			charges-Manufacture { Materials			
-1,688	-558	-1,130	2400 Payments to and receipts from Foreign Railways on account of damages to and deficiencies in interchanged stock	-3,484	-1,630	-5,114
			2500 Equipment —			
			2510 Machinery and tools —			
1,514	00	1,014	2511 Work done in sick lines { Wages	957	448	1,405
575	190	385	{ Materials	83	39	122
9,303	3,075	6,228	2512 Work done in Workshops { Wages	7,407	3,406	10,873
5,637	1,863	3,774	{ Materials	4,708	2,203	6,911
			2520 Service Motor Cars (Rail, Road and Trolleys) —			
2	1	1	2521 Repair Costs	3	1	4
-19	-6	-13	2522 Working Costs	36	17	53
459	152	307	2530 Furniture and Office Equipment	281	131	412
3,84,220	1,26,984	2,57,236	Total (Carried Over)	2,69,796	1,26,266	3,96,062

Abstract C —(Concluded)

No X —Maintenance of Carriage and Wagon Stock

Year ending 31st March 1940

Year ending 31st March 1941.

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs 3,84,220	Rs 1,26,984	Rs 2,57,236	Brought Forward	Rs 2,69,796	Rs 1,26,266	Rs 3,96,062
3,267	1,080	2,187	2600 New Minor Works —			
10,116	3,343	6,773	2601 Original Works or additions { Wages	6,028	3,756	11,784
			{ Materials	9,706	4,542	14,248
2,844	940	1,904	2602 Replacements { Wages	2,463	1,152	3,615
1,494	194	1,000	{ Materials	1,979	926	2,905
			2700 Pay and leave salary in lieu of notice to retrenched personnel			
4,01,941	1,32,841	2,69,100	C II —Total ordinary Repair and maintenance	2,91,972	1,36,642	4,28,614
			III —Operating Expenses —			
39,733	13,132	26,601	3100 Inspection of Running Vehicles	29,006	13,575	42,581
9,785	3,234	6,551	3101 Laminers, Cleaners, Oilers, etc	9,021	4,222	13,243
			3102 Oil, Grease and other Stores			
			3103 Share of neutral control expenditure			
			3200 Rail Cars			
			3210 (Steam propelled).			
			3211 Wages and overtime of drivers etc			
			3212 Fuel			
			3213 Other expenses			
			3220 (Internal combustion engine propelled)			
			3221 Wages and overtime of drivers etc			
			3222 Pay and allowances of guards			
			3223 Fuel			
			3224 Other expenses			
			3300 Payments to Other Railways Hire of vehicles loaned			
			Receipt			
			Charges			
			3400 Leave salary paid in England			
			3500 Passages for non gazetted staff			
			3600 Miscellaneous —			
1,258	414	839	3601 Carriage of Revenue Stores	531	249	780
3	1	2	3602 Loss of Cash			
			Loss of Stores —			
—72	—24	—48	3603 Physical loss	—319	—150	—469
1,565	517	1,048	3604 Loss of Stores due to Depreciation or Deterioration	883	413	1,296
			3700 Pay and leave salary in lieu of notice to retrenched personnel			
52,287	17,274	34,993	C III —Total Operating Expenses	39,122	18,309	57,431
			IV Appropriation to Depreciation Reserve fund or Replacements and Renewals			
1,63,612	50,853	1,12,760	4100 Coaching Vehicles	39,404	17,141	56,545
			4101 Workshop charges			
			4102 Other charges			
			4200 Rail-Cars (Steam propelled)			
			4201 Workshop charges			
			4202 Other charges			
			4300 Rail Cars (Internal combustion engine propelled)			
			4301 Workshop charges			
			4302 Other charges			
			4400 Goods Vehicles			
			4401 Workshop charges			
			4402 Other charges			
7,447	2,449	4,998	4500 Equipment	3,652	1,598	5,250
			4501 Workshop Machinery			
			4502 Other Machinery			
			4503 Service Motor Cars			
—35,882	—11,859	—24,023	4600 Credits for released materials	—5,854	—2,740	—8,594
1,35,177	41,443	93,734	Total Replacement and Renewals	37,202	15,999	53,201
			4700 Net Appropriation to Depreciation Reserve Fund (+) or (—)			
			C IV —Total Appropriation to Depreciation Reserve Fund			
7,05,553	2,29,952	4,75,601	Total Abstract C	4,44,332	2,06,535	6,50,867

Value of stores returned to stock and credited during the year 1940 41 is Rs 3,533 (J R 2,407 and J. H R 1,126)

Abstract D.

No X — Maintenance and working of Ferry steamers and Harbours—Nil

Abstract E

No X — Expenses of Traffic Department

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hydera bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
			I — GENERAL ADMINISTRATION —			
			1100 Pay and leave salary			
			1110 Administrative and executive officers (Chief Operating Superintendent, Chief Commercial Manager, Traffic Manager, Deputies and Assistants)	49,532	23,181	72,713
70,527	23,309	47,218	1120 Subordinate supervising staff			
69,234	22,882	46,352	1130 Office Staff	51,010	23,873	74,883
4,719	1,560	3,159	1200 Travelling and other compensatory allowances	2,326	1,039	3,415
			1300 Passages —			
			1301 Officers			
			1302 Subordinates			
6,980	2,307	4,673	1400 Contingent Office expenses	4,360	2,036	6,386
			1500 Share of expenditure of Wagon Interchange office			
10,865	3,591	7,274	1600 Overseas pay of officers paid in England	9,162	4,267	13,449
9,880	3,265	6,615	1700 Leave salary of officers and subordinates paid in England			
			1800 Pay and leave salary in lieu of notice to retrenched personnel			
1,72,205	56,914	1,15,291	I I — Total General Administration	1,16,350	54,466	1,70,846
			II — ORDINARY REPAIRS AND MAINTENANCE			
			2100 Equipment			
22,667	7,492	15,175	2101 Office and station furniture and equipment	13,067	6,115	19,182
			2102 Tarpaulins, wagon covers etc, Service motor cars (rail and road) and trolleys	3,963	1,855	5,818
8,059	2,663	5,396	2103 Repair costs	966	452	1,418
1,505	498	1,007	2104 Working costs	485	227	712
625	206	419				
32,856	10,859	21,997	E-II — Total Repairs and Maintenance	18,451	8,649	27,130
			III — OPERATING EXPENSES			
			3100 Pay, wages and allowances			
			3101 General Operating Staff (Inspectors canvas- sers etc)	15,957	7,464	23,425
18,243	6,029	12,214	3102 Station staff	2,53,307	1,18,517	3,71,854
3,45,710	1,14,257	2,31,453	3103 Train staff	55,146	25,804	80,940
70,898	23,432	47,466	3104 Mileage and overtime of train staff	24,902	11,655	36,557
34,299	11,336	22,963	3105 Travelling ticket examining staff	17,392	8,139	25,531
25,657	8,480	17,177	3106 Travelling and other compensatory allowances to line staff, traffic inspectors and canvassers, etc	24,320	11,381	35,701
32,233	10,653	21,580	3107 Leave salary paid in England			
			3108 Passages for subordinates			
			3109 Pay and leave salary in lieu of notice to retrenched personnel			
			3200 Stores, stationery, forms, etc			
			3201 Fire, lights and general stores for stations and traffic yards	21,973	10,284	32,257
26,697	8,823	17,874	3202 Water and genera' stores in trains	11,191	5,237	16,428
16,540	5,466	11,074	3203 Clothing	9,365	4,383	13,748
15,188	5,020	10,168	3204 Stationery, Forms and Tickets	28,331	13,259	41,590
37,470	12,384	25,086	3300 Expenses on handling, collection and delivery of goods			
			3301 Loading and unloading charges	50,700	23,728	74,428
66,091	21,843	44,248	3302 Collection and delivery charges			
2,655	877	1,778	3400 Expenses at out agencies	3,672	1,718	5,390
			JR. J H R Total			
			3500 Payments to other Railways—			
			3501 Traffic expenses { Receipts 6,431 3,010 9,441	36,495	17,051	53,486
61,030	20,170	40,860	at joint stations { Charges 42,866 20,061 62,927			
17,542	6,100	11,442	3502 Rent of stations { Receipts 11,195 4,812 16,007	1,051	919	1,970
			jointly occupied { Charges 12,246 5,731 17,977			
30,329	10,024	20,305	3503 Payment for running powers			
9,933	3,283	6,650	3600 Conference hire and penalty charges on Inter- changed stock	—3,582	—1,676	—5,258
			3700 Compensation for goods, etc, lost or damaged	8,845	4,139	12,984
191	63	128	3800 Miscellaneous Expenses —			
—13	—4	—9	3801 Carriage of revenue stores	70	32	102
			3802 Loss of cash	3	2	5
			3803 Loss of stores, (physical loss)	—89	—42	—131
1,188	376	762	3804 Loss of stores due to Depreciation or Deterio- ration	—762	—356	—1,118
			3805 Of other Departments occurring in transportation			
8,11,831	2,68,612	5,43,219	F-III — Total Operating Expenses	5,58,217	2,61,672	8,19,889
10,16,892	3,36,385	6,80,507	Total Abstract E	6,93,078	3,24,787	10,17,865

Value of Stores returned to stock and credited during the year 1940-41 is Rs 6,322/- (J R 4307/ and J H R 2015/-)

Abstract F

No X — Expenses of General Department

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
			1 GENERAL ADMINISTRATION —			
			1100 London Boards etc —			
			1101 Boards of Directors and Staff			
			1102 Auditors and Accountants			
			1103 Consulting Engineers' and Inspectors' fees and allowances			
			1104 Office expenses and contingencies			
			1200 Charges in India for Government supervision, Control and Audit			
			1300 Agent's and Divisional Superintendent's Offices —			
35,430	11,710	23,720	1310 Pay and leave salary —	24,688	11,553	36,241
34,675	11,460	23,215	1311 Administrative and Assistant Officers	23,976	12,187	36,163
1,022	338	684	1312 Office Establishment	519	243	762
			1320 Travelling and other compensatory allowances			
			1330 Passages —			
			1331 Officers			
2,565	848	1,717	1332 Subordinates	1,609	753	2,362
4,010	1,325	2,685	1340 Contingent office expenses	2,497	1,169	3,666
			1350 Overseas pay of Officers paid in England			
			1360 Leave salary of Officers and Subordinates paid in England			
			1370 Pay and leave salary in lieu of notice to retrenched personnel			
77,702	25,681	52,021	Total	53,289	25,905	79,194
			1400 Accounts and Audit Department —			
			1410 Pay and leave salary —			
44,047	14,558	29,489	1411 Gazetted Officers	36,492	17,078	53,570
1,21,019	39,997	81,022	1412 Office establishment	85,538	40,081	1,25,619
16,319	5,393	10,926	1413 Outdoor inspection and verification staff	10,055	4,706	14,761
5,668	1,873	3,795	1420 Travelling and other compensatory allowances	4,612	2,159	6,771
			1430 Passages —			
338	112	226	1431 Officer	32	15	47
			1432 Subordinates			
			1440 Contingent Office expenses —			
			1441 Recruitment examination for subordinate accounts staff	4,516	2,113	6,629
6,873	2,271	4,602	1442 Other expenses			
			1450 Overseas pay of Officers paid in England			
			1460 Leave salary of Officers and subordinates paid in England			
			1470 Share of Railway Clearing Accounts Office			
			1480 Pay and leave salary in lieu of notice to retrenched personnel			
1,94,264	64,204	1,30,060	Total	1,41,245	66,102	2,07,347
			1500 Stores Department —			
			1510 Pay and leave salary —			
16,238	5,366	10,872	1511 Gazetted Staff	11,299	5,288	16,587
11,901	3,933	7,968	1512 Subordinate Supervising Staff	7,608	3,514	11,022
35,256	11,652	23,604	1513 Office establishment	24,080	11,269	35,349
10,377	3,130	6,947	1514 Out door menial Staff	7,460	3,492	10,952
1,417	468	949	1520 Travelling and other compensatory allowances	911	426	1,337
			1530 Passages —			
			1531 Officers			
			1532 Subordinates	1,922	900	2,822
4,092	1,353	2,739	1540 Contingent office expenses	1,499	701	2,200
2,239	757	1,532	1550 Overseas pay of officers paid in England			
			1560 Leave salary of officers and subordinates paid in England			
			1570 Pay and leave salary in lieu of notice to retrenched personnel			
81,570	26,959	54,611	Total	54,679	25,590	80,269
			1600 Cash and Pay Department —			
			1600 (A) Payments to Contractor	8,062	3,773	11,835
11,317	3,740	7,577	1600 (B) Contingent Office Expenses	1,267	593	1,860
4,123	1,363	2,760	1610 Pay and leave salary			
			1620 Travelling and other compensatory allowance			
			1630 Passages —			
			1631 Officers			
			1632 Subordinates			
15,440	5,103	10,337	Carried Over	9,329	4,366	13,695

Abstract F —(Concluded.)

No X —Expenses of General Department

Year ending 31st March, 1940.

Year ending 31st March, 1941

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
15,440	5,103	10,337	Brought Forward	9,329	4,366	13,695
			1 GENERAL ADMINISTRATION —(contd) —			
			1610 Contingent Office expenses			
			1650 Leave salary of Officers and Subordinates paid in England			
			1660 Pay and leave salary in lieu of notice to retrenched personnel			
15,440	5,103	10,337	Total	9,329	4,366	13,695
			1700 Medical Department —			
			1710 Pay and leave salary of—			
12,887	4,259	8,628	1711 Medical and nursing staff	8,985	4,205	13,190
			1712 Office establishment			
5,000	1,652	3,348	1720 Travelling and other compensatory allowances	3,274	1,533	4,807
			1730 Passages —			
			1731 Officers			
495	164	331	1732 Subordinates	385	160	565
			1740 Contingent office expenses			
			1750 Overseas pay and leave salary of Officers and Subordinates paid in England			
			1760 Payment on account of medical treatment of officers of superior services of all departments of the Railway	76	35	111
6,002	1,984	4,018	1770 Drugs, instruments medical and surgical appliances for Railway hospitals and dispensaries	5,320	2,450	7,809
453	150	303	1780 Sundry Items —			
409	135	274	1781 Diet charges	415	195	610
4,273	1,412	2,861	1782 Accident Relief Medical Equipment	278	130	408
136	45	91	1783 Contribution to Hospitals	2,902	1,358	4,260
			1784 Other charges	55	26	81
			1790 Leave salary in lieu of notice to retrenched personnel			
29,655	9,801	19,854	Total	21,690	10,151	31,841
			1800 Police —			
			1801 Contribution to Provincial Governments for Police			
7,912	7,879	33	1802 Watch and ward Establishment	16,981	9,523	26,504
23,023	7,609	15,414	1803 Pay and leave salary in lieu of notice to retrenched personnel		7,948	24,929
			1804 Contingent expenses	3,670	1,718	5,388
5,908	1,952	3,956	1900 Miscellaneous Expenses —			
16	5	11	1901 Carriage of revenue stores—General Deptt			
1		1	1902 Loss of Cash			
			1903 Loss of Stores	—10	—5	—15
—3	—1	—2	Physical loss			
28	8	15	1904 Loss of stores due to Depreciation or Deterioration	—56	—27	—83
36,880	17,452	19,428	Total	20,585	10,157	30,742
4,35,511	1,49,200	2,86,311	F I—Total General Administration	3,00,817	1,51,271	4,52,088
			II ORDINARY REPAIRS AND MAINTENANCE —			
			2100 Equipment —			
3,072	1,015	2,057	2101 Furniture and office equipment —			
51	17	34	Service motor cars (rail and road) and trolleys	2,289	1,071	3,360
651	215	436	2102 Repair Costs	55	28	83
7	3	4	2103 Working Costs	404	190	594
			2104 Hospital furniture	30	13	43
3,781	1,250	2,531	F II—Total ordinary Repairs and maintenance	2,778	1,300	4,078
4,39,292	1,50,450	2,88,842	TOTAL ABSTRACT F	3,03,595	1,52,571	4,56,166

Value of stores returned to Stock and credited during the year 1940-41 is Rs 106/- (J R 72/- and J H R. 34/-)

Abstract G

No X —Miscellaneous Expenses

Year ending 31st March, 1940.

Year ending 31st March, 1941.

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
			I GENERAL ADMINISTRATION —			
			1100 Law Charges —			
829	274	555	1101 Pay of Railway legal staff and fees to counsel	583	273	856
44	15	29	1102 Costs and other legal expenses	160	75	235
—700	—231	—469	1103 Less costs recovered			.
			1200 Rents, Rates and Taxes —			
			1201 Rents of buildings and lands for residential purposes	.		
			1202 Rents of buildings and lands for other purposes			
6,000	1,983	4,017	1203 Rates and taxes	4,087	1,913	6,000
			1300 Contributions to Provident Institution —			
1,63,516	54,042	1,09,474	1301 Bonus	1,09,020	51,021	1,60,041
..			1302 Cost of management (if not part of Accounts office)			
46,594	15,399	31,195	1400 Gratuities —			
			1401 For good efficient and faithful service	2,130	997	3,127
			1402 Other gratuities	375	175	550
			1403 Special expenditure-Gratuities to retrenched staff of all departments of the Railway			.
.	.		1404 Special contribution to Provident Institution	33,540	15,696	49,236
			1500 Compensation —			
2,909	981	1,948	1501 Compensation under the Workmen's Compensation Act, VIII of 1923	908	425	1,333
429	142	287	1502 Other compensation (Other than that included in E III)	582	273	855
			1600 Educational Grants —			
			1610 Railway Schools —			
1,833	606	1,227	1611 Gross expenditure	1,490	697	2,187
.			1612 Less Grants of Local Governments, etc., and fees			
—197	—65	—132	1620 Grant in aid to other schools	952	446	1,398
558	184	374	1630 Special class apprentices training expenses			
			1700 Health and welfare services —			
19,794	6,542	13,252	1701 Sanitation and conservancy in Railway colonies and residential areas	13,727	6,424	20 151
222	73	149	1702 Lighting (other than Electric) in Railway colonies and areas	140	65	205
25	8	17	1703 Grants-in aid—Religious purposes			
1,628	538	1,090	1704 Grants in-aid Recreation	820	383	1,203
29	10	19	1705 Miscellaneous	8	4	12
			1800 Publicity Expenses —			
104	35	69	1801 Cost of Local publicity Office staff			
1,688	558	1,130	1802 Cost of Publicity and Advertisement	1,494	699	2,193
2,45,305	81,074	1,64,231	Carried Over	1,70,016	79,566	2,49,582

Abstract G —(Concluded)

No X —Miscellaneous Expenses

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs 2,45,305	Rs 81,074	Rs 1,64,231	Brought Forward	Rs 1,70,016	Rs 79,566	Rs 2,49,582
			I GENERAL ADMINISTRATION (Contd)			
			1803 Share of Central Publicity office			
			1900 Miscellaneous Items —			
158	52	106	1910 Protection of Railway property			
1,105	365	740	1911 Fire protection of Railway property	731	342	1,073
			1912 Protection of Railway property from air raids			
1,983	655	1,328	1920 Expenses in connection with the Indian Railway Conference Association	3,417	1,600	5,017
8,150	1,041	2,109	1930 Miscellaneous Contributions and Grants —			
			1931 Contribution to Railway Staff Benefit Fund	3,035	1,435	1,500
			1932 Contribution to ceremonial occasions			
			1933 Other contributions and grants			
			1940 Sundry losses or gains —			
—6	—2	—4	1942 Loss or gain caused by the payments of Provident Fund Deposits and Gratunities in sterling			
13,135	4,341	8,794	1950 Unpaid wages	—14,872	—6,960	—21,832
2,64,830	87,526	1,77,304	I —TOTAL GENERAL ADMINISTRATION	1,62,357	75,953	2,38,310
			III Operating Expenses —			
14,744	4,873	9,871	3100 Indian charges on stores excluding fuel and large despatches of Permanent Way materials or Girders	22,203	10,391	32,594
7,140	2,360	4,780	3101 Freight from port or source of supply	4,507	2,250	7,057
6,687	2,210	4,477	3102 Insurance, port, landing yard and other charges	4,019	1,881	5,900
2,888	789	1,599	3103 Charges levied on purchases made through the Indian stores Department	2,981	1,395	4,376
			3104 Agency charges			
1,902	660	1,242	3200 Catering Department —			
276	91	185	3201 Pay, Wages and leave salary of catering staff	639	328	967
			3202 Provisions and stores	2,142	1,002	3,144
			3203 Wines, etc ,			
101	33	68	3204 Miscellaneous charges	94	44	138
			3205 Leave salary and pay in lieu of notice to retrenched personnel			
1,088	360	728	3300 Miscellaneous Expenses —			
			3301 Loss on light and base coins and spurious notes	296	198	494
			3302 Losses of cash earnings in transit			
			3303 Expenses on collection of bridge tolls			
216	72	144	3304 Fees for Local Advisory Committee Members	147	69	216
339	112	227	3305 Subscriptions paid to Chambers of Commerce	247	116	363
			3306 Sundries			
1,10,755	1,10,755		3307 Interest on Capital Cost of —			
1,77,980	1,77,980		i Locomotive Engines		1,07,072	1,07,072
21,817	21,817		ii Vehicles		1,72,983	1,72,983
33,160	31,326	1,834	iii Machinery		22,618	22,618
12,204	12,204		iv Home line buildings jointly used	2,337	30,878	33,215
			v J R Stores jointly used		16,336	16,336
119	39	80	3308 Bank Commission	87	41	128
			3400 Road Services			
3,90,916	3,65,681	25,235	G III Total operating expenses	39,999	3,67,542	4,07,541
6,55,746	4,53,207	2,02,539	Total Abstract 'G'	2,02,356	4,43,525	6,45,881

Value of stores returned to Stock and credited during the year 1940-41 is Rs 746/ (J R 508/ & J H R 238/-)

Abstract H

No X—Expenses of Electrical Department

Year ending 31st March, 1940

Year ending 31st March, 1941.

Total	Jodhpur Hydera- bad Railway British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
			I GENERAL ADMINISTRATION —			
			1100 Pay and leave salary —			
			1110 Officers —			
			1111 Administrative			
			1112 Workshops			
			1113 Running			
			1120 Subordinate Supervising staff —			
			1121 Administrative			
			1122 Workshops			
			1123 Running			
4,500	1,487	3,013		3,065	1,434	4,499
			1130 Office Staff —			
			1131 Administrative Offices			
			1132 Workshops			
			1133 Running			
357	118	239				
			1200 Travelling and other compensatory allowances	188	88	276
			1300 Passages —			
			1301 Officers			
			1302 Subordinates			
			1400 Contingent Office expenses			
			1500 Overseas pay of Officers paid in England			
			1600 Leave salary of Officers and Subordinates paid in England			
			1700 Pay and salary in lieu of notice paid to retrenched personnel			
4,857	1,605	3,252				
			H - I TOTAL GENERAL ADMINISTRATION	3,253	1,522	4,775
			II REPAIRS AND MAINTENANCE —			
			2200 Electrical General Services —			
			2210 Electric plant and Equipment for—			
			2211 General stations and sub-stations { Wages			
			Materials	1		1
1		1				
595	538	57	2212 Overhead lines and under ground cables { Wages			
			Materials			
130	43	87				
-18	-12	-6	2213 Workshops { Wages	1	1	2
			Materials	-29	-13	-42
17,331	5,728	11,603				
31,682	10,471	21,211	2214 Train lighting equipment in steam trains { Wages	13,706	6,414	20,120
			Materials	16,447	7,697	24,144
			2215 Lighting in Multiple unit stock { Wages			
			Materials			
5,165	1,707	3,458				
4,355	1,439	2,916	2216 Locomotive Head Lights on Steam Trains { Wages	3,808	1,782	5,590
			Materials	3,631	1,699	5,330
549	-9	558	2217 Service buildings (other than workshops and powerstations) { Wages	311	7	318
793	495	298	Offices, Stations, yards, Road lighting, etc { Materials	744	1,048	1,792
1,733	-3	1,736	2218 Residential staff quarters-Rent returning buildings { Wages	194		194
1,425	339	1,086	Materials	1,725	984	2,709
			2219 Residential staff quarters-Non rent returning buildings { Wages	51		51
			Materials	217	515	732
918	64	852	2219 a Machinery other than workshops { Wages	51		51
-363	43	-406	Materials	217	515	732
			2220 Miscellaneous Equipment —			
1	1		2221 Furniture and office equipment { Wages			
80	80		Materials			
			2222 Service Motor Cars and Frolhes { Wages			
			Materials			
64 375	20,924	43,451	Total (Carried Over)	40,807	20,134	60,941

Abstract H —(Contd).

No X —Expenses of Electrical Department

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs	Rs	Rs		Rs	Rs	Rs
64,375	20,924	43,451	Brought forward	40,807	20,184	60,991
			II—REPAIRS AND MAINTENANCE —(Contd)			
			2230 New Minor Works—			
66	66	293	2231 Original works or additions { Wages	209	97	306
1,065	772		Materials	735	729	1,464
			2232 Replacements { Wages	8		8
			Materials			
			2300 Electric Communication Services —			
			2310 Train Movement Instruments and Apparatus —			
1,03,845	37,160	66,685	2311 Government Telegraph Department for rent, etc	68,223	38,263	1,06,486
36		36	{ 2312 Direct Maintenance, wages } Wages			
2,573	766	1,807	and stores { Materials	1,397	1,012	2,409
			2320 Communication circuits and Apparatus			
2,494	395	2,099	2321 Government Telegraph Depart- ment and public telephone companies for rent, etc	2,025	195	2,220
382		382	2322 Direct Maintenance, wages { Wages			
512	155	357	and stores { Materials	690	97	787
			2330 Miscellaneous Equipment —			
26	8	18	2331 Furniture and office equip { Wages	25	22	47
—23	—6	—17	ment { Materials	32	30	62
			2332 Service Motor Cars and { Wages			
154	51	103	Trolleys { Materials			
605		605	2340 New Minor Works —			
25		25	2341 Original Works or additions { Wages	49	23	72
			Materials	254	121	375
			2342 Replacements { Wages			
1,837	669	1,168	Materials	406	968	1,374
1,77,972	60,980	1,16,992	H —II —TOTAL REPAIRS AND MAINTENANCE	1,14,860	61,691	1,76,551
			III OPERATING EXPENSES —			
			3200 General Services —			
			3210 Supply of energy for power and lighting			
23,000	7,937	16,063	3211 Lights and fans on steam trains	16,102	7,536	23,638
			3212 Lights and fans on multiple unit stock	37	17	54
			3213 Service buildings, yards, stations, road lighting etc	18,068	8,456	26,524
24,772	8,187	16,585	3214 Staff Quarters	43	571	614
335	169	166	3215 Miscellaneous installations other than main Workshops	3,292	1,540	4,832
4,732	1,564	3,168	3216 Workshops (for Engineering, Loco, Carriage and Wagon, Transportation)	31,100	14,555	45,655
41,059	13,570	27,489	3220 Other operating labour and stores	185	87	272
			3230 Miscellaneous expenses —			
226	75	151	3231 Carriage of Revenue stores	174	81	255
			3232 Loss of Cash	—24	—11	—35
			3233 Loss of stores-(Physical losses)	—93	—44	—137
			3234 Loss of stores due to Depreciation or Deterioration	—87	—41	—128
—41,056	—13,569	—27,487	3240 Deduct-Cost of energy supplied for works and purposes not chargeable to revenue	—28,754	—13,457	—42,211
54,068	17,933	36,135	Total (Carried Over)	40,043	19,290	59,333

Abstract H—(Concluded).

No X—Expenses of Electrical Department.

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total
Rs 51,068	Rs 17,933	Rs 36,135	Brought Forward	Rs 40,043	Rs 19,290	Rs 59,333
			III—OPERATING EXPENSES—(Contd)			
			3300 Communication Services—			
			3310 Train Movement instruments and apparatus—			
35,955	11,853	24,072	3311 Pay, Wages and Allowances	28,076	13,140	41,216
2,275	752	1,523	3312 Materials	1,665	779	2,444
			3320 Communication circuits and apparatus—			
31,527	10,420	21,107	3321 Pay, Wages and Allowances	22,954	10,743	33,697
928	307	621	3322 Materials	525	229	754
			3330 Miscellaneous—			
128	42	86	3331 Carriage of Revenue Stores	16	8	24
			3332 Loss of Cash			
			3333 Loss of stores—physical losses	—11	—5	—16
			3334 Loss of stores due to Depreciation or Deterioration	—255	—120	—375
1,24,881	41,337	83,544	H III—TOTAL OPERATING EXPENSES	93,015	44,064	1,37,079
			IV—APPROPRIATION TO DEPRECIATION RESERVE FUND (ON STATE-MANAGED RAILWAYS) OR REPLACEMENTS AND RENEWALS (ON COMPANY-MANAGED RAILWAYS)			
			4200 General Services—			
			4210 Electric Plant and Equipment for—			
			4211 Generating stations and sub stations			
			4212 Overhead lines and underground cables			
			4213 Workshops			
			4214 Lighting in Coaches of steam trains			
			4215 Lighting in Multiple unit stock			
			4216 Locomotive Headlight on steam trains			
			4217 Service buildings and staff quarters yards, stations, road lighting, etc			
			4218 Machinery other than workshops			
			4220 Miscellaneous Equipment			
			4230 Credits for released materials			
			4300 Communication Services—			
..			4310 Train Movement instruments and apparatus			
			4320 Communication circuits and apparatus			
..			4330 Miscellaneous equipment			
..			4340 Credits for released materials			
			Total Replacements and Renewals			
			4400 Net Appropriation to Depreciation Reserve Fund			
			H IV—TOTAL APPROPRIATION TO DEPRECIATION RESERVE FUND			
3,07,710	1,03,922	2,03,788	Total Abstract H	2,11,128	1,07,277	3,18,405

Value of stores returned to Stock and credited during the year 1940-41 is Rs 355/- (J R 297 and I H R. 58)

JODHPUR RAILWAY —(Whole system) ABSTRACT X.

No XI—Coaching Earnings

Year ending 31st March, 1940

Year ending 31st March, 1941

Previous year	* Traffic Mileage fares	1st Class	2nd Class	Inter Class	3rd Class	Total
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
38,78,948	100 Passengers —	62,125	1,74,651	1,60,386	39,09,207	48,06,369
	110 Ordinary full fares					
	120 Ordinary reduced fares —					
2,22,308	121 Return tickets at reduced fares and week end and holiday excursion tickets	10,644	55,657	17,354	2,08,600	2,92,264
17,947	122 Season and Zone tickets			38	22,006	22,044
26,999	123 Other description of concession tickets	11,983	2,991	807	19,546	35,327
15,736	130 Military Passengers	6,277	12,596	2,501	42,468	64,142
	Total	91,029	2,46,195	1,81,086	42,01,838	47,20,146
41,61,938	Previous Year	55,202	1,08,020	1,61,565	37,47,151	
27,369	200 Special Trains and Reserved Carriages —					69,158
4,898	210 Public					46,637
	220 Military					
61,894	300 Luggage					50,553
	400 Parcels —					
3,32,547	410 Public Parcels					4,39,686
206	420 Service Parcels					86
	500 Other Coaching Traffic —					
15,931	510 Rail and Road Motor vehicles and carriages					21,000
5,713	520 Live Stock by passenger trains					6,718
	600 Transport of Post Office Mails —					
Nil	610 Postal Special trains					Nil
47,803	620 Hire and haulage of Postal Vans and compartments					50,242
2,952	630 Post Office bags and parcels by weight					4,375
	700 Miscellaneous Coaching receipts —					
8,424	710 Penalties levied for irregular travelling					8,227
	720 Demurrage on luggage and parcels and receipts on account of left luggage					
5,204	721 Demurrage					5,453
126	722 Left luggage receipts					91
10,573	730 Sundry					13,465
46,85,638	Total					64,05,813
	800 Deduct—Refunds —					
	810 Refunds of earnings collected—					
3,200	811 Overcharges					2,633
24	812 Penalties levied for irregular travelling					11
Nil	813 Demurrage on luggage and parcels and receipts on account of left luggage					
46,82,414	Abstract X—Total Coaching Earnings					54,63,199

* Traffic Mileage fares during the year 1940-41 were as under—

		Pies per Mile	
		By Mail trains	By ordinary trains
FIRST CLASS	{ 1 to 300 miles	24	24
	{ Plus 301 miles and over	18	25
SECOND CLASS	{ 1 to 300 miles	12	12
	{ Plus 301 miles and over	9	9
INTERMEDIATE CLASS	{ 1 to 50 miles	6*†	
	{ For distances upto 8 miles —		
	{ 1 to 8 miles		6
	{ For distances above 8 miles —		
	{ 1 to 300 miles		5
	{ Plus 301 miles and over		4
THIRD CLASS	{ For distances upto 50 miles —		
	{ 1 to 50 miles	5*	
	{ For distances above 50 miles —		
	{ 1 to 300 miles	4*	
	{ Plus 301 miles and over	3*	
	{ 1 to 50 miles		4
	{ Plus 51 to 150 miles		3½
	{ Plus 151 to 300 miles		3½
	{ Plus 301 miles and over		2½

* Only 3 Up and 4 Down and 1 Up and 2 Down passenger trains running between Marwar Junction and Hyderabad (Sind) have for the present, been taken as Mail trains for levying such fares. Hence these bases apply over that Section only.

† The basis for Intermediate class by ordinary trains apply by Mail trains for distances over 50 miles on the section between Marwar Junction and Hyderabad (Sind).

An enhanced mileage of 50% of the actual mileage is levied on the following branches of this Railway —

(1) Mirpurkhas-Nawab Shah Railway

(2) Pipar-Bilara Branch

(3) Makrana-Parbatsar Branch

(4) Phalodi-Sokan

JODHPUR RAILWAY—(*Jodhpur Section*)

ABSTRACT X

No XI—Coaching Earnings—(*Continued*)

Year ending 31st March, 1940

Year ending 31st March, 1941

Previous Year	† Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
24,12,125	100. Passengers— 110 Ordinary full fares	48,225	1,30,820	77,217	24,92,120	27,48,382
88,565	120 Ordinary reduced fares— 121 Return tickets at reduced fares and week end and holiday excursion tickets	6,043	26,421	2,708	1,09,330	1,44,502
2,536	122 Season and Zone tickets				3,447	3,447
21,581	123 Other description of concession tickets	8,301	2,104	645	16,800	27,850
11,515	130 Military Passengers	4,164	8,760	1,728	30,532	45,234
	Total	66,733	1,68,105	82,298	26,52,279	29,69,415
25,36,322	Previous Year	41,948	1,34,511	71,317	22,88,546	
27,009	200 Special Trains and Reserved Carriages— 210 Public					66,425
4,898	220 Military					35,982
43,328	300 Luggage					57,039
2,27,215	400 Parcels — 410 Public Parcels					3,04,254
184	420 Service Parcels					66
12,820	500 Other Coaching Traffic — 510 Rail and Road Motor vehicles and carriages					15,539
4,509	520 Live Stock by passenger trains					4,835
Nil.	600 Transport of Post Office Mails — 610 Postal Special trains					Nil
34,820	620 Hire and haulage of Postal Vans and compartments	..	.			36,595
774	630 Post Office bags and parcels by weight					2,012
5,160	700 Miscellaneous Coaching receipts — 710 Penalties levied for irregular travelling					4,839
3,286	720 Demurrage on luggage and parcels and receipts on account of left luggage—					
	721 Demurrage					3,403
122	722 Left luggage receipts	.				94
8,198	730 Sundry					12,291
29,08,595	Total					35,12,789
2,571	800 Deduct—Refunds— 810 Refunds of earnings collected— 811 Overcharges		..	.		1,819
10	812 Penalties levied for irregular travelling					7
Nil	813 Demurrage on luggage and parcels and receipts on account of left luggage					Nil
29,06,014	Abstract X—Total Coaching Earnings					35,10,963

† For fares see remarks given in Abstract X for whole system

JODHPUR-HYDERABAD RAILWAY.—(British Section)

ABSTRACT X.

No XI—Coaching Earnings—(Continued)

Year ending 31st March, 1940

Year ending 31st March, 1941

Previous Year	* Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
Amount.	Particulars	Amount.	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
	100 Passengers—					
18,66,068	110 Ordinary full fares	13,882	43,236	79,849	13,17,223	14,54,195
	120 Ordinary reduced fares—					
1,24,730	121 Return tickets at reduced fares and week end and holiday excursion tickets	4,592	28,736	14,061	90,944	1,36,333
11,995	122 Season and Zone tickets			38	15,102	15,140
5,342	123 Other description of concession tickets	3,652	850	156	2,650	7,308
4,221	130 Military Passengers	2,113	4,132	773	11,856	18,904
	Total	24,269	76,954	94,880	14,37,810	16,83,943
15,12,356	Previous Year	13,164	62,339	86,122	13,50,731	
360	200 Special Trains and Reserved Carriages—					1,603
	210 Public					
	220 Military					10,655
17,999	300 Luggage					22,651
	400 Parcels—					
1,02,927	410 Public Parcels					1,32,718
22	420 Service Parcels					20
	500 Other Coaching Traffic—					
3,065	510 Rail and Road Motor vehicles and carriages					5,304
1,180	520 Live Stock by passenger trains					1,789
	600 Transport of Post Office Mails—					
	610 Postal Special trains					
12,983	620 Hire and haulage of Postal Vans and compartments					13,647
1,336	630 Post Office bags and parcels by weight					1,602
3,021	700 Miscellaneous Coaching receipts—					
	710 Penalties levied for irregular travelling					3,106
	720 Demurrage on luggage and parcels and receipts on account of left luggage—					
1,824	721 Demurrage					1,938
4	722 Left luggage receipts					
2,319	730 Sundry					1,130
16,59,396	Total					18,80,106
	800 Deduct—Refunds—					
	810 Refunds of earnings collected					
613	811 Overcharges					772
13	812 Penalties levied for irregular travelling					4
	813 Demurrage on luggage and parcels and receipts on account of left luggage					
16,58,770	Abstract X—Total Coaching Earnings					18,29,330

* For fares see remarks given in Abstract X for Whole System

JODHPUR RAILWAY —(Mirpurkhas-Khadro Branch)

ABSTRACT X

No XI —Coaching Earnings —(Concluded).

Year ending 31st March, 1940

Year ending 31st March, 1941

Previous Year	† Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
Amount	Particulars.	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs.	Rs
1,00,755	100 Passengers— 110 Ordinary full fares	18	595	3,320	99,859	1,03,792
9,013	120 Ordinary reduced fares— 121 Return tickets at reduced fares and week end and holiday excursion tickets	9	500	582	8,335	9,426
3,416	122 Season and Zone tickets				3,457	3,457
76	123 Other description of concession tickets		7	6	96	109
	130 Military Passengers		4		..	4
	Total	27	1,106	3,908	1,11,747	1,16,788
1,13,260	Previous Year	90	1,170	4,126	1,07,874	
Nil.	200 Special Trains and Reserved Carriages— 210 Public					1,130
Nil	220 Military			.		Nil
567	300 Luggage			.	.	863
	400 Parcels—					
2,405	410 Public Parcels	..				2,714
Nil	420 Service Parcels		.		.	Nil
46	500 Other Coaching Traffic— 510 Rail and Road Motor vehicles and carriages					157
84	520 Live Stock by passenger trains	..		.	.	94
Nil	600 Transport of Post Office Mails— 610 Postal Special trains			.	.	Nil.
Nil.	620 Hire and haulage of Postal Vans and compartments					Nil.
842	630 Post Office bags and parcels by weight					761
243	700 Miscellaneous Coaching receipts— 710 Penalties levied for irregular travelling			.		282
144	720 Demurrage on luggage and parcels and receipts on account of left luggage —					112
Nil	721 Demurrage	..	.			Nil.
56	722 Left luggage receipts				.	47
1,17,647	730 Sundry					
	Total					1,22,948
	800 Deduct—Refunds— 810 Refunds of earnings collected					
16	811 Overcharges					42
1	812 Penalties levied for irregular travelling	.				Nil
Nil.	813 Demurrage on luggage and parcels and receipts on account of left luggage	.		..	..	Nil.
1,17,630	Abstract X —Total Coaching Earnings					1,22,906

† For fares see remarks given in Abstract X for whole system

ABSTRACT Y

No. XI — Goods Earnings

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	J Ry	J H Ry	M K B Ry	Particulars	J Ry	J H Ry.	M, K B Ry	Total.
Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
				100 Fuel—				
				110 Coal and Coke—				
40,911	34,569	6,258	84	111 For the public	31,986	5,899	229	37,614
4,597	4,218		379	112 For foreign Railways and Home Line construction	2,636			2,636
1,28,150	87,723	40,005	422	120 Oil fuel	93,371	40,238	518	1,34,127
40,729	10,485	25,295	4,949	130 Fire wood and other fuel	19,002	19,551	5,009	43,562
78,79,407	54,50,581	22,31,900	1,96,926	200 General Merchandise	57,91,325	22,98,230	1,93,559	82,83,114
28,676	19,847	8,656	173	300 Military Traffic	1,33,195	58,065	3,341	1,94,601
15,086	13,788	1,251	47	400 Live Stock	29,217	1,881	40	31,138
				500 Railway Materials (other than Coal and Coke)—				
10,819	9,355	1,461	3	510 For Foreign Railways	5,784	826	43	6,653
1,42,483	93,308	37,013	12,117	520 For Home Line construction	29,263	5,650	814	35,727
				600 Service Maintenance Materials and Stores —				
				610 Coal and Coke —				
2,12,649	1,88,552	24,097		611 For Locomotive Department	2,27,828	27,708	32	2,55,568
				612 For other departments				
				620 Wood and patent fuel				
				630 Oil Fuel				
83,814	63,416	19,466	932	640 General Stores and Materials	45,681	15,346	1,829	62,856
				700 Miscellaneous Goods Earnings —				
3 446	2,701	710	35	710 Demurrage	2,473	746	1	3,220
46,560	37,199	8,703	658	720 Wharfage and Storage	18,352	9,365	1,536	29,253
				730 Sundries				
86,37,277	60,15,737	24,04,815	2,16,725	Total	64,30,113	24,83,005	2,06,951	91,20,069
				800 Deduct—Refunds —				
				810 Refunds of earnings collected				
10,218	8,145	1,977	96	811 Over Charges	15,386	2,296	389	18,071
382	380	2		812 Demurrage, Wharfage and Storage	427	21		448
86,26,677	60,07,212	24,02,836	2,16,629	Abstract Y—Total Goods Earnings	64,14,300	24,80,688	2,06,562	91,01,550

JODHPUR RAILWAY.

Statement showing the earnings of the following Sub-heads of General Merchandise

Serial No	Commodities	Jodhpur Railway	Jodhpur— Hyderabad Railway	Mirpur Khas— Khadro Railway	Total for the system excluding Refunds
		Rs	Rs	Rs	Rs
1	Rice in the husk .	508	5,822	156	6,486
2	Rice not in the husk .	1,46,526	1,19,886	6,203	2,72,615
3	Gram and Pulses .	2,49,999	47,299	1,550	2,98,848
4	Wheat ..	6,62,777	2,84,695	38,192	9,85,664
5	Jawar and Bajra	2,38,817	45,745	9,187	2,93,749
6	Other Grains	1,16,033	5,979	899	1,22,911
7	Marble and Stone	3,99,968	28,274	1,848	4,30,090
8	Salt .	3,16,378	14,162	714	3,31,254
9	Sugar, refined and unrefined	2,39,656	89,683	4,332	3,33,671
10	Wood unwrought .	37,289	* 12,121	1,295	50,705
11	Metallic Ores	2	4		6
12	Oil Seeds .	5,84,325	2,60,193	10,813	8,55,331
13	Cotton Raw Pressed	4,55,397	3,29,076	15,059	7,99,532
14	Petrol (in Bulk)	1,29,795	62,412		1,92,207
15	Cement .	34,545	18,439	664	53,648
16	Kerosene Oil (in Bulk) ..	29,805	12,476		42,281
17	Molasses in Bulk .	7	1,654	83	1,744
18	Cotton Raw unpressed .	1,852	1,95,678	3,793	2,01,323
19	Cotton Manufactured .	2,02,270	77,627	16,401	2,96,298
20	Fodder .	1,43,236	38,345	5,463	1,82,044
21	Fruits & Vegetables, Fresh	84,356	44,101	15,532	1,43,989
22	Gur, Jagree, Molasses etc .	2,43,339	14,751	1,823	2,59,413
23	Jute Raw .	333	17	1	351
24	Iron and Steel wrought .	1,40,760	64,881	4,351	2,09,992
25	Kerosene oil in Tins .	1,15,155	54,596	737	1,70,488
26	Tobacco	67,255	30,427	3,039	1,00,721
27	Petrol in Tins	30,621	17,670	104	48,395
28	Provisions	2,20,570	1,04,267	16,728	3,41,565
29	Manures (all kinds) .	3,657	1,919	1,068	6,644
30	Other Commodities	8,81,258	3,18,816	33,649	12,33,723
	Total .	57,76,489	22,96,015	1,93,184	82,65,688

ABSTRACT Z

No. XI —Sundry Other Earnings

Year ending 31st March, 1940

Year ending 31st March, 1941

Total	J Ry	J H Ry	M K B Ry	Particulars	J Ry	J H Ry	M K B Ry	Total
Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
24,463	15,740	8,127	596	100 Electric Telegraph Earnings	13,632	3,888	171	17,491
21,752	16,836	4,916		200 Rents and Tolls —	17,716	1,376		22,092
				210 Residential buildings				
				220 Other buildings or rooms				
				221 Quasi railway institutions				
1,121	817	304		222 Outsiders	1,216	534		1,750
				230 Lands —				
738	714	24		231 Leased out for building purposes	668	24		692
6,490	3,377	2,715	398	232 Leased out for other purposes	3,096	3,102	362	6,560
				240 Tolls on bridges				
				300 Receipts from catering department —				
				310 Meals and refreshments in rooms and cars				
				320 Sales of stores and wines				
				330 Sundry receipts				
60,378	40,824	19,554		400 Overhead charges and profits recovered on work done for outside parties and on sales of stores —	31,507	14,662		46,169
1,664	1,115	549		401 Overhead charges including profit on work done in workshops	628	305		933
3,422	1,623	1,778	21	402 Profit on sales of stores	2,215	1,607	10	3,832
16,807	11,532	5,275		500 Sale proceeds of —	11,720	5,868		17,588
				510 Unclaimed and damaged goods	77			77
				520 Coal ashes (Cinder)				
				530 Grass and trees on the line				
1,040	724	316		600 Miscellaneous receipts —	359	168		527
57	39	18		610 Advertisement fees	95	48		143
				620 Fees on share transfers, etc				
				630 Excess cash				
				640 Payments for running powers				
9,660	2,520	6,840	300	650 Interest and Maintenance charges on account of sidings, saloons, level crossings, etc, from private bodies and other Government Departments	4,070	9,412	422	13,904
				660 Dividend, etc, from investments in road transport service				
				670 Other unclassified receipts—				
12,204	12,204			(a) Interest on Capital cost of Jodhpur Railway Stores	16,336			16,336
21,817	21,817			(b) Interest on Capital cost of Machinery	22,618			22,618
				(c) Interest on Capital cost of electric light plant jointly used				
1,10,755	1,10,755			(d) Interest on Capital cost of Locomotives	1,07,072			1,07,072
1,77,980	1,77,980			(e) Interest on Capital cost of Vehicles	1,72,983			1,72,983
33,160	31,326	1,834		(f) Interest on Capital cost of Buildings	30,878	2,337		33,215
25,477	16,853	8,477	147	(g) Other unclassified receipts	17,663	9,176	88	26,927
5,28,985	4,66,796	60,727	1,462	Total	4,54,549	55,007	1,353	5,10,909
				700 Deduct Refunds —				
				710 Refunds of earnings collected,				
17	17			711 Rents and tolls	10			10
171	39	105	27	712 Other sundry receipts	7			7
5,28,797	4,66,740	60,622	1,435	Abstract Z—Total Sundry Other Earnings	4,54,532	55,007	1,353	5,10,892

JODHPUR RAILWAY

No. XII —Statement of Outstanding Earnings for the year ending 31st March, 1941

	OUTSTANDING ON		Reasons for outstanding
	Last day of year.	Date of Preparation of this statement 24-6-41	
	Rs	Rs	
Due from construction accounts .	59	24	Payment awaited
Government { Postal Department .	.	.	"
" " Civil ..	—1,041	—245	"
" " Military ..	—8,136	—379	"
" " Telegraph ..	18	18	"
" " Public Companies and Traders .	1,012	964	
" " Other Railways ..	91	..	
" " Traffic Department .	2,43,194	49,158	Station outstanding
" On account of Carriage of Revenue Stores—			
" From Engineering Department	425	55	Acceptance awaited
" Locomotive ..	..	..
" Carriage and Wagon ..	917	906	
" Traffic ,	2,905	2,324	
" Stores ..	519	18	
" Medical ..	.	..
" Sundries ..	.	..
Total	2,39,963	52,843	

No XIII Statement of Surplus Profits for the year ending 31st March, 1941

— Nil. —

JODHPUR-HYDERABAD RAILWAY —(British Section)

No. XIV

Net Revenue Account for the year ending 31st March, 1941

Dr			Cr.
To Interest on Capital Outlay .. *	Rs 5,39,609	By Net Earnings of the year as per Form No. VIII ..	Rs 19,55,593
Balance, being surplus profits .	14,15,984	„ Balance, being net—	..
Total ..	19,55,593	Total ..	19,55,593

*Figures of interest have been arrived at as under —

Interest to date as per Appendix A of the Finance Accounts for the year 1940-41 ..	1,08,27,276
Deduct —Interest to end of 31st March 1940 as per Statement XVI of the previous year's account	1,02,87,667
Interest for the year ending 31st March 1941	5,39,609

JODHPUR-HYDERABAD RAILWAY.—(*British Section*)*XV —Account of Total Net Receipt*

<i>Dr</i>	<i>Rs.</i>		<i>Cr.</i>
To Net earnings to end of previous year .	2,48,88,644	By Amount outstanding at debit of Traffic Account	3,61,450
To Net earnings for current year	19,55,593	By Amount outstanding at debit of Revenue Suspense	.
To amount of Demands payable at end of year .	51,687 22,683	By Amount of Net receipts	2,65,05,470 2,65,05,470 ³⁴
To Foreign Railways	.		
Total	2,68,66,920 ³⁴	Total .	2,68,66,920 ³⁴

No. XVI —Interest Account.

<i>Dr</i>	<i>Rs</i>		<i>Cr.</i>
To Amount of Net Receipts from Account No XV ..	2,65,05,470 ³⁴	By Interest to end of previous year	1,02,87,667
To Balance excess of interest on Capital on net receipts	.	By Interest during current year ..	5,39,609
		By Balance of net Receipts in excess of Interest of Capital Account	1,57,08,198
Total ..	2,65,05,470 ³⁴	Total	2,65,05,470 ³⁴

No. XVII —Revenue Balance Sheet

<i>Dr</i>	<i>Rs</i>		<i>Cr.</i>
To Demands payable	51,687 22,683	By Traffic Account ..	3,61,450
„ Deposits .		„ Deposits Private Companies	
„ „ unpaid wages		„ Miscellaneous Advances ..	..
„ „ Fines		„ Cash	..
„ Foreign Railways ..		„ Surplus Profits Paid to Company	..
„ Net Revenue Account ..	2,68,44,237	„ Government	2,65,05,470 2,65,05,470 ³⁴
Total	2,68,66,920 ³⁴	Total ..	2,68,66,920 ³⁴

No. XVIII —Abstract of Returned Stores —Nil.

JODHPUR RAILWAY

(*Metre Gauge System*)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section) and Sind Light Railway, for the year ending 31st March 1941, are correct and have been prepared strictly in accordance with the orders in force

A R REBELLO,
AUDITOR,
Jodhpur Railway

H G RAWLINS,
Acting MANAGER,
Jodhpur Railway

Jodhpur, Dated the 4th June, 1941

Certificate respecting the Permanent Way etc

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs etc, have, during the past year, been maintained in good working condition and repair

J W GORDON,
MANAGER,
Jodhpur Railway

C GREGORY JONES,
Ag CHIEF ENGINEER,
Jodhpur Railway

Jodhpur, Dated the 4th April, 1941

Certificate respecting the Rolling Stock

I hereby certify that the whole of the Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair

J W GORDON,
MANAGER,
Jodhpur Railway

J H STIRLING,
Loco & Carriage Superintendent,
Jodhpur Railway

Jodhpur, Dated the 4th April, 1941.

I hereby certify that the Permanent Way, structures at Stations, signalling and interlocking, level crossings, sub-ways, bridges, engines, rolling stock, machinery and plant have been, during the year ending 31st March 1941, maintained by the Railway in good working order and repair *for the public carriage of passengers*

LAHORE, }
Dated the 19th April 1941 }

P W WILTON DAVIES,
Senior Government Inspector of Railways
Circle No 4

Jodhpur Railway.

ANNUAL REPORT.

1940-41.

SECTION III

Analysis of Working.

(Statistical Statements)

J, G P JODHPUR

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SECTION III

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NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICEABLE ORDER AT THE END OF THE YEAR (vide COLUMN 24)					NUMBER OF AUTHORISED AND SERVICEABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR							CHANGES IN THE SANCTIONED AUTHORIZED LOCOMOTIVES DURING THE YEAR										CHANGES IN SERVICEABLE LOCOMOTIVES DURING THE YEAR									
Tender	Tank	Total	Class	Tractive effort in lbs of each locomotive	Gross weight of engine and tender in working order of each locomotive	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26						
						Authorised stock at the end of the previous year	Authorised new stock not constructed at the end of the previous year	Authorised stock condemned or sold awaiting replacement at the end of the previous year	Stock replaced but still running on the line at the end of the previous year	Serviceable stock at the end of the previous year (=Columns 7-8-9+10)	Additions to authorised stock sanctioned by the Railway Board	Reductions in authorised stock sanctioned by the Railway Board	Authorised stock at the end of the year (=Columns 7+12-13)	Authorised new stock not constructed at the end of the year (=Columns 8+12-13-14-15-16-17-18-19-20-21-22-23+24)	New additions (against columns 8 and 12)	Replacements (against columns 9 and 20)	Increase	Decrease	Authorised stock condemned, sold or transferred to replaced list to be replaced	Authorised stock condemned or sold not to be replaced	Additions by Transfer from authorised list	Replaced stock, 2 e, stock referred to in column 10 condemned or sold	Serviceable stock at the end of the year (=Column 11+16+17+18-19-20-21-22-23+24)	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 9+20-17-stock written off, out of Column 9)	Stock replaced but still running on the line at the end of the year (=Columns 10+22-23)						
..	3	3	T×15' 6×43"	15,541	44 88	3				3			3										3								
	1	1	E×11½ 4×36"	6,557	20 00	1				1			1										1								
5	5	5	EE×13" 4×42"	8,450	39 70	5				5			5										5								
4	12	12	F×14" 6×41½"	9,685 } 11,760 }	42 75	12				12			12										12								
3	12	12	FO×14" 4×53"	7,766 } 9,430 }	44 4	12				12			12										12								
4	4	4	Q×13" 4×41½"	8,351	47 4	4				4			4										4								
11	11	11	M×15" 6×48"	13,922	62 25	11				11			11										11								
7	21	21	P×15½" 6×57"	12,518 } 14,187 }	63 87	21				21			21										21								
14	10	10	MS×16 6×48	17,952	65 25	10				10			10										10								
10	10	10	SP×16½" 6×57"	16,077	65 80	10				10			10										10								
5	5	5	HG(A)×16" 8 4"	19,584	80 31	5				5			5										5								
6	6	6	HG(B)×17½" 8 4"	20,825	80 50	6				6			6										6								
3	3	3	HG(O)×17½" 8 4"	20,825	80 25	3				3			3										3								
Total= 99	4	103				103				103			103										103								

No. 3—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1941—Coaching Stock.—(Metre Gauge)

Description of Coaching Stock in serviceable order at the end of the year (vide column 24)	Total seats by classes				Number of authorised and serviceable stock at the end of the previous year							Changes in the sanctioned authorised stock during the year				Changes in serviceable stock during the year								Stock replaced but still running on the line at the end of the year (=Columns 10+22-23)	Authorised stock condemned or sold awaiting replacement at the end of the year (=column 11+20-17—stock written off out of column 8)	Serviceable stock at the end of the year (=Column 10+22-23+24)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Average weight in tons of each description of vehicle	Berths		Seats	Authorised stock at the end of the previous year	Authorised new stock not constituted at the end of the previous year	Authorised stock condemned or sold awaiting replacement at the end of the previous year	Stock replaced but still running on the line at the end of the previous year	Serviceable stock at the end of the previous year (=Columns 7+9+10)	Additions to authorised stock sanctioned by the Railway Board	Reductions in authorised stock sanctioned by the Railway Board	Authorised stock at the end of the year (=Columns 7+12-13)	Authorised new stock not constituted at the end of the year (=Columns 11-16)+Reduction in stock not yet constituted (column 8)	New additions (against columns 8&12)	Replacements (against columns 9&20)	Transfer between classes or groups	Increase	Decrease	Authorised stock condemned, sold or transferred to replaced list to be replaced	Authorised stock condemned or sold not to be replaced	Additions by transfer from authorised list	Replaced stock, i.e., stock referred to in column 10 condemned or sold																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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1 Passenger Carriages — (a) Passenger carriages of uniform class —																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

(u) Composite passenger carriages excluding those fitted with brake-van or mail accommodation — Composite 1st and 2nd Class 4-wheeled														
" 4 " " " Bogie	8 99	44	44				11						11	
" " " " " Bogie	23 95	40	94	34			7						7	
" " " " " I, II, Inter Class Bogie	22 92	36	72	182			9						9	
" " " " " I, II, Inter & III " "	21 45	74	76	407			19						19	
" " " " " II, Inter & 3rd Class Bogie	21 35		24	36			2						2	
" " " " " 2nd & Inter Class 4-wheeled	9 00		12	34			2	1					3	
" " " " " Inter with Kitchen Compt Bogie	23 00			184			4						4	
" " " " " " and Third Class Bogie	21 16			202			6						6	
" " " " " Third with water & Kitchen Compt Bogie	17 81			383			8						8	
Total		194	322	958	1,066	68	68	1					69	69
(v) Composite passenger carriages with brake-van or mail accommodation — Intermediate class carriages with brake compartments or brake-vans														
Non-ambulances														
{ 4-wheeled														
{ 6 wheeled														
{ Bogie														
{ Ambulance —														
{ 4-wheeled														
Third class carriages with brake compartments or brake van	21 88			3,051		57	57						57	
Total				840		17	17						17	
Third and 4, Mail Vans Bogie	16 14			3,971		78	78						78	
(vi) Military Cars														
{ 4-wheeled														
{ 6-wheeled														
{ Bogie														
(vii) Dining Cars	22 77	66				4	4						4	
Chairs														
(viii) Saloons-Royal & State														
{ 4-wheeled														
{ 6-wheeled														
{ Bogie														
(ix) Reserved carriages for use of Public														
{ 4-wheeled														
{ 6-wheeled														
{ Bogie														
Total passenger carriages		249	426	1,270	11,216	283	283	1	1	1	283		283	283

No 3 —STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1941—Coaching Stock —Metre Gauge —(Concluded).

Description of coaching Stock, in serviceable order at the end of the year (vide column 24)										Number of authorised and serviceable stock at the end of the previous year						Changes in the sanctioned authorised stock during the year						Changes in serviceable stock during the year													
Total seats by classes										Authorised stock at the end of the previous year						Changes in the sanctioned authorised stock during the year						Authorised list										Replaced list			
																						New additions (against columns 8&12)										Replacements (against columns 9&20)	Increase		Decrease
Average weight in tons of each description of vehicle										2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
Berths										First	Second	Intermediate	Third	Seats	Stock replaced but still running on the line at the end of the previous year	Authorised stock condemned or sold away at the end of the previous year	Authorised stock at the end of the previous year	Serviceable stock at the end of the previous year (=Columns 7-9+10)	Additions to authorised stock sanctioned by the Railway Board	Reductions in authorised stock sanctioned by the Railway Board	Authorised stock at the end of the year (=Columns 7+12-13)	Authorised new stock not constructed at the end of the year (=columns 8+12-16)—Reduction in stock not yet constructed (column 5)	New additions (against columns 8&12)	Replacements (against columns 9&20)	Increase	Decrease	Authorised stock condemned sold or transferred to replaced list to be replaced	Authorised stock condemned or sold not to be replaced	Additions by transfer from authorised list	Replaced stock, stock referred to in column 10 condemned or sold	Serviceable stock at the end of the year (=Columns 11-16+17+18-19-20-21-23+22)	Authorised stock condemned or sold away at the end of the year (=Columns 9+20-17—stock written off out of column 9)	Stock replaced but still running on the line at the end of the year (=Columns 10+22-23)		
1																																			
2 Other Coaching Vehicles—																																			
(i) Luggage & brakes & 4-wheeled brake vans with mail accommodation (excluding those forming part of composite passenger carriage)																																			
(ii) Brake vans fitted with Mail (News paper, letter sorting)																																			
(iii) Mails (Newspaper, letter sorting)																																			
(iv) Carriages and Motor vans Bogie Motor van										7 39	21 00																								
(v) (a) Combined Motor and Parcel van										9 50																									
(v) Horse vans										7 55	32	Stalls																							
(vi) Luggage vans										7 79																									
(vii) Miscellaneous (excluding departmental)																																			
Fruit-vans Bogie										18 46																									
(viii) Brake vans used exclusively on passenger service										8 63																									
6-wheeled																																			
Bogie										20 63																									
Total other coaching vehicles											249	426	1 270	11 215	42	1																			
Total coaching vehicles (excluding departmental)																																			

Total other coaching vehicles

Total coaching vehicles (excluding departmental)

No 5 —STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1941—Goods Stock—(Metre Gauge)

DISPOSITION OF STOCK (vide COLUMN 22)				NUMBER OF AUTHORISED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR					CHANGES IN THE SANCTIONED AUTHORISED STOCK DURING THE YEAR					CHANGES IN SERVICEABLE STOCK DURING THE YEAR											
Type	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	AUTHORISED LIST		REPLACED LIST		22	23	24
																			Authorised stock at the end of the previous year	Authorised new stock not constructed at the end of the previous year	Authorised stock condemned or sold awaiting replacement at the end of the previous year	Stock replaced but still running on the line at the end of the previous year			
1 Covered Wagons—																									
1-wheeled	4 28	10 00	15,160	1,516				1,516			1,516												1,516		
{ Over 10 and up to 15 tons	5 22	14 66	7,185	490				490			490												490		
{ Over 15 and up to 20 tons	6 35	17 85	5,337	299				299			299												299		
{ Over 20 tons																									
Bogie	10 2	18 00	18	1				1			1												1		
{ Over 15 and up to 20 tons																									
{ Over 20 tons																									
Total			27,700	2,306				2,306			2,306												2,306		
2 Open Wagons, high-sided—																									
4-wheeled																									
{ 10 tons and under																									
{ 10 tons and up to 15 tons																									
{ Over 10 and up to 15 tons																									
{ Over 15 and up to 20 tons																									
{ Over 20 tons																									
Bogie																									
{ Over 15 and up to 20 tons																									
{ Over 20 tons																									
Total																									
3 Open wagons, low sided—																									
4-wheeled	3 55	10 00	920	92				92			92												92		
{ 10 tons and under	4 61	13 75	963	70				70			70												70		
{ 10 tons and up to 15 tons																									
{ Over 15 and up to 20 tons																									
{ Over 15 and up to 20 tons																									
{ Over 20 tons																									
Bogie	8 55	21 69	4,837	223				223			223												223		
{ Over 15 and up to 20 tons																									
{ Over 20 tons																									
Total			6,720	385				385			385												385		

No 8—MILEAGE STATEMENT FOR THE YEAR 1940-41

Names of Railways	Gauge	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1941				TRACK MILEAGE OPEN ON 31ST MARCH 1941				MILEAGE OPENED DURING THE YEAR 1940-41				ROUTE MILEAGE AUTHORISED BUT NOT OPENED FOR TRAFFIC ON 31ST MARCH 1941				Classification	MILEAGE WORKED ON FOREIGN RAILWAYS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
			Single line	Double line	Tribal lines etc., as detailed in foot note)	Total	Running track	Transportation sidings	Commercial sidings	Total	Section	Miles.	Whether the mileage opened is single, double or treble, etc., or siding	Tribal for which opened	Working Agency	Constructing Agency	Sanctioned but not commenced	Under construction			Proportion of Work completed on 31st March 1941																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Jodhpur Railway	3'-3 1/2"	24-6-82	808 95		806 95	806 95	806 95	100 37 (a)	13 47 (b)	929 79	PARA PCB PLC-POK	22 (a) 35 48	Single	All	Jodhpur Railway	Jodhpur Darbar British Govt																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31ST MARCH 1941

Classification	ROUTE MILEAGE OPEN ON THE YEAR 1940-41			TRACK MILEAGE OPEN ON THE YEAR 1940-41			ROUTE MILEAGE AUTHORISED BUT NOT OPENED FOR TRAFFIC ON 31ST MARCH 1941		
	Single Line	Double, Treble etc., lines as the case may be	Total	Running track	Sidings	Total	Route mileage opened during the year 1940-41	Sanctioned but not commenced	Under construction
	2	3	1	5	6	7	8	9	10
1 Total State Owned Railway — 3'-3 1/2" Gauge	208 21		269 21	269 21	60 91	330 15			
2 Total other Railway's — 3'-3 1/2" gauge	856 45		856 45	856 45	128 66	985 11	83 26		
3 Total by gauges — 3'-3 1/2" gauge	1,125 69		1,125 69	1,125 69	159 57	1,315 26	13 26		

EXPLANATIONS FOR DIFFERENCES

- Increases is due to more sidings laid.
- Decrease is due to the removal of sidings
- The Pachpadra City-Pachpadra Salt section—7 78 miles was opened for all traffic on 11-1-1940 on which date the old alignment Baharna to Pachpadra Salt—10 miles was dismantled Hence net decrease of 2 22 miles in the route mileage

Statement No 9 —Description of Railway Worked

Item	Heading	Gauge
		3'—3 $\frac{3}{8}$ "
9 01	Mean mileage worked . . . Miles	1,114 1
9 02	Number of stations . . . No	174
9 02(a)	Number of block-huts, branch booking offices and out agencies No	Nil
9 02(b)	Number of train halts . . . No	28
9 03	Total length of the following gradients—	
	(a) 1/50 and less . . . Miles	0 51
	(b) 1/51 to 1/80 . . . "	Nil
	(c) 1/81 to 1/100 . . . "	2 51
	(d) 1/101 to 1/200 . . . "	234 6
	(e) 1/201 to 1/300 . . . "	80 4
	(f) Total . . . "	318 0
9 04	Steepest gradient worked —	
	(a) Length . . . Miles	0 51
	(b) Inclination . . . "	1 in 50
9 05	Maximum degree of curvature and radius—	
	(a) Degree of curvature . . .	8.00
	(b) Radius in feet . . .	716
9 06	Ratio of curve to total length of line (expressed as a percentage) .	8 79
9 07	Average amount of curvature per mile . . . Degrees	11.4

No 12 —Statement of Passenger Revenue Statistics

Item	Heading	Amount or Number
	Passengers originating on Home line whether local or Foreign (in hundreds)—	
12 01	1st class	1,9
12 02	2nd „	21,8
12 03	Inter „	147,0
12 04	3rd „	4,986,4
12 05	Total (12 01 to 12 04)	5,157,1
12 06	Other traffic all classes	444,9
12 07	Total Items (12 05 and 12 06)	5,602,0
	Number of passengers carried (in hundreds)—	
12 08	1st class	4,5
12 09	2nd „	32,6
12 10	Inter „	154,2
12 11	3rd „	5,410,7
12 12	Total (12 08 to 12 11)	5,602,0
	Passenger miles (in thousands)—	
12 13	1st Class	783
12 14	2nd „	3,801
12 15	Inter „	6,593
12 16	3rd „	207,275
12 17	Total (12 13 to 12 16)	218,458
	Average number of miles a passenger was carried —	
12 18	1st class	176 2
12 19	2nd „	116 7
12 20	Inter „	42 8
12 21	3rd „	38 3
12 22	Total	39 0
	Earnings from passengers carried (in thousands)—	
12 23	1st Class	91
12 24	2nd „	2,46
12 25	Inter „	1,81
12 26	3rd „	42,00
12 27	Total (12 23 to 12 26)	47,18
	Average rate (in pies) charged per passenger per mile —	
12 28	1st class	22 1
12 29	2nd „	12 4
12 30	Inter „	5 27
12 31	3rd „	3 89
12 32	Total	4 15
12 33	Total Parcel earnings (in thousands)	4,39
12 34	Other miscellaneous coaching earnings (in thousands)	3,06
12 35	Total other coaching earnings (Items 12 33 to 12 34)	7,45
12 36	Total coaching earnings (in thousands)—	54,63

No 13 —Statement of Goods Revenue Statistics

Item	Heading	Amount or Number
	Tons originating on Home line (whether local or Foreign) (in thousands)—	
13 01	Coal for the public	
13 02	Coal for Foreign Railways and Home line construction	
13 03	Coal for Home line	7
13 04	Grain and Oil Seeds	193
13 05	Other commodities (including other revenue stores)	598
13 06	Total (Items 13 01 to 13 05)	793
13 07	Other Traffic	511
13 08	Total (Items 13 06 and 13 07)	1,309
	Number of tons carried (in thousands)—	
13 09	Coal for the public	14
13 10	Coal for Foreign Railways and Home line construction	3
13 11	Coal for Home line	98
13 12	Grain and Oil Seeds	341
13 13	Other commodities (including other revenue stores)	852
13 14	Total (Items 13 09 to 13 13)	1,309
13 15	Actual number of tons carried on the system (in thousands)	1,309
13 16	Number of tons terminating (in thousands)	795
13 17	Number of tons cross traffic (in thousands)	177
	Net ton miles (in thousands)—	
13 18	Coal for the public	2,693
13 19	Coal for Foreign Railways and Home line construction	213
13 20	Coal for Home line	22,027
13 21	Grain and Oil Seeds	73,272
13 22	Other commodities (including other revenue stores)	115,300
13 23	Total (Items 13 18 to 13 22)	213,505
	Average mile a ton of goods was carried —	
13 24	Coal for the public	191
13 25	Coal for Foreign Railways and Home line construction	72
13 26	Coal for Home Line	224
13 27	Grain and Oil Seeds	215
13 28	Other commodities (including other revenue stores)	135
13 29	Total coal excluding coal for Home line	171
13 30	Total goods including coal	163

No 13 —Statement of Goods Revenue Statistics. (Concl'd.)

Item	Heading	Amount or Number
	Earnings from Goods carried (in thousands)—	
13•31	Coal for the public .. .	37
13 32	Coal for Foreign Railways and Home line construction	3
13 33	Coal for Home line .. .	2,56
13 34	Grain and Oil Seeds . . .	28,36
13•35	Other commodities (including other revenue stores) ..	59,38
13 36	Total (Items 13 31 to 13 35) . . .	90,70
	Average rate (in pies) charged for carrying a ton of goods one mile —	
13•37	Coal for the public . . .	2 68
13 38	Coal for Foreign Railways and Home line construction	2 37
13 39	Coal for Home line . . .	2 23
13 40	Grain and Oil Seeds . . .	7 43
13 41	Other commodities (including other revenue stores) .	9•89
13 42	Total coal excluding coal for Home line ..	2 65
13•43	Total Goods including coal	8•16
13 44	Total other Goods earnings (in thousands) .	32
13 45	Total goods earnings (in thousands)	91,02
13 46	Total electric telegraph earnings (in thousands) ..	18
13 47	Total sundry earnings (in thousands) . . .	4,93
13•48	Total gross earnings (in thousands)	1,50,76
	Steam-boat earnings (already included in respective coaching and goods earnings) (in units) —	
13 49	Coaching . . . . .	..
13•50	Goods . . . . .	.
13 51	Total . . . . .	.

No 14—Statement of Revenue Earnings and Expenses rated against Selected units
for the year 1940-41.

Item	Heading	Percentage or Amount	Remarks
	FINANCIAL RESULTS		
14 01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and partly open i e, on the revenue earning mileage . Percent	12 48	J Ry 11 36 J H Ry 17 10 M K B Ry 13 31
	OUTLAY EARNINGS AND EXPENSES		
14 03	Capital outlay per route mile Rs	56,491	J Ry 62,620 J H Ry 44,816 M K B Ry 20,078
14 04	Gross earnings (in thousands of Rupees) Rs	1 50,76	
14 05	Gross earnings per mean mile worked . „	13,532.89	
14 06	Gross earnings per mean mile worked per week „	259 53	
14 07	Gross earnings per train mile „	6 12	
14 08	Total working expenses (in thousands of rupees) „	71,39	
14 09	Working expenses per mean mile worked per week „	122 92	
14.10	Working expenses per train mile .. „	2 90	
14 11	Net earnings (in thousands of rupees) „	79,37	
14.12	Net earnings per mean mile worked . „	7,124 95	
14 13	Net earnings per train mile .. „	3 22	
14 14	Cost per 1,000 gross ton-miles (including weight of engine) Rs	7 91	
14 15	Percentage of total working expenses on total earnings . Percent	47 35	
14 16	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores Percent	47.13	
14 17	Percentage of total working expenses on total earnings .. Percent	47.35	

No 15 —Results of Working for the year 1940-41

Item	Heading	Amount or percentage
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC		
15 01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings Rs	66,27,560
15 02	Proportions dividing expenditure in ratio of gross ton mileage— Coaching .. Rs	25,74,586
15 03	Goods .. Rs	40,52,974
COACHING TRAFFIC		
15 04	Coaching earnings per train mile Rs	4 28
15 05	Cost of hauling a passenger train one mile .. Rs	2 01
15 06	Profit on working a passenger train one mile .. Rs	2 27
15 07	Earnings per coaching vehicle per mile pies	44 08
15 08	Cost of hauling a passenger vehicle one mile pies	20 77
15 09	Profit on working a passenger vehicle one mile pies	23 31
GOODS TRAFFIC		
15 10	Goods earnings per train mile Rs	7 67
15 11	Cost of hauling a goods train one mile Rs	3 41
15 12	Profit on working a goods train one mile Rs	4 26
15 13	Earnings per goods wagon per mile (excluding brakes) pies	35 92
15 14	Cost of hauling a goods wagon one mile pies	15 99
15 15	Profit on working a goods wagon one mile pies	19 93
15 16	Cost of hauling a goods unit (viz, one ton) one mile pies	3 64
15 17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of 4 per cent per annum, Rs 15,55,536 pies	5 04
15 18	Profit on working a goods unit (viz, one ton) one mile pies	4 52

No 16 —Statement of ton Mileage for the year 1940-41

Item	Heading	Number in thousands
16 01	Net or freight ton miles (goods and proportion of mixed) excluding traffic carried in departmental train ..	210,625
16 02	Gross ton miles (excluding weight of engine and departmental — Passenger and proportion of mixed	259,549
16 03	Goods and proportion of mixed	444,076
16 04	Gross ton miles (including weight of engine but excluding departmental — Passenger and proportion of mixed	325,184
16 05	Goods and proportion of mixed	505,283
16 06	Total gross ton miles (including weight of engine and departmental — Passenger and proportion of mixed	325,598
16 07	Goods and proportion of mixed ..	512,564

No 17 —Statement of Train and Engine Mileage

Item	Heading	Number in thousands
17 01	TRAIN MILES — Passenger	707
17 02	Goods — (a) Main line . . .	567
	(b) Branch line .. .	50
	(c) Total . . .	617
17 03	Mixed — (a) Passenger proportion . . .	567
	(b) Goods proportion . . .	549
	(c) Total . . .	1,116
17 04	Passenger and proportion of mixed . . .	1,274
17 05	Goods and proportion of mixed	1,166
17 06	Total (Items 17 04 & 17 05)	2,440
17 07	Departmental — (a) Passenger and total mixed . . .	4
	(b) Goods	20
	(c) Total [Items 17 07 (a) 17 07 (b)]	24
17 08	Shunting miles — Passenger and proportion of mixed — (a) Shunting engines . . .	26
	(b) Train engines	62
	(c) Total . . .	88
	Goods and proportion of mixed — (d) Shunting engines . . .	198
	(e) Train engines . . .	82
	(f) Total . . .	280
17 09	Other engine miles — Passenger and proportion of mixed — (a) Assisting required . . .	1
	(b) Assisting not required . . .	10
	(c) Light	19
	(d) Total 'Other' [Items 17 09 (a) to 17 09 (c)]	30
	Goods and proportion of mixed— (e) Assisting required . . .	4
	(f) Assisting not required	8
	(g) Light	36
	(h) Siding	2
	(i) Total 'Other' [Items 17 09 (e) to 17 09 (h)]	50
17 10	Departmental (including shunting) — (a) Passenger and total mixed . . .	3
	(b) Goods—Engineering	115
	(c) Total Goods	115
	(d) Total Departmental [Items 17 07 (c) 17 10 (a) and (c)]	139
17 11	Total engine miles — (a) Traffic engine miles — (1) Passenger and proportion of mixed	1,392
	(11) Goods and proportion of mixed	1,496
	(b) Total including departmental [17 10 (d) 17 11 (a) (1) (11)]	3,027

No 18—Statement of Engine Hours

Item.	Heading	Amount or Number in hundreds
18·01	Train hours—Traffic service —	
	(a) Passenger Trains	36,1
	(b) Mixed trains —	
	(i) Passenger proportion .. .	42,3
	(ii) Goods proportion . . .	41,0
	(iii) Total	83,3
	(c) Goods Trains —	
	(i) Main line .. .	59,6
	(ii) Branch line . . .	4,8
	(iii) Total .. .	64,4
18·02	Shunting hours—Traffic service —	
	(a) Passenger and proportion of mixed . . .	17,6
	(b) Goods and proportion of mixed .. .	56,0
18·03	Other engine hours—Traffic service —	
	(a) Passenger and proportion of mixed .. .	40,3
	(b) Goods and proportion of mixed .. .	50,7
	(c) Siding engine hours .. .	3
18·04	Total engine hours—Traffic service —	
	(a) Passenger and proportion of mixed .. .	136,3
	(b) Goods and proportion of mixed (including sidings) .. .	212,4
18·05	Departmental engine hours —	
	(a) Passenger and total mixed .. .	7
	(b) Goods .. .	23,6
	(c) Total	24,3
	(d) Mixed—Passenger proportion .. .	2
	(e) Mixed—Goods proportion .. .	3
18·06	Total engine hours (18 04 (a) and (b) 18·05 (c)) .. .	373,0
18·07	Percentage of train engine hours to total engine hours,—	
	(a) Passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	58
	(b) Goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	45

No 19—Statement of vehicle and Wagon Miles

Item	Heading	Number in thousands or percentage
19 01	Passenger Trains —	
	(a) Coaching vehicles	10,152
	(b) Other vehicles	397
	(c) Total	10,549
19 02	Mixed Trains (Passenger proportion)—	
	(a) Coaching vehicles	12,610
	(b) Other vehicles	605
	(c) Total	13,215
19 03	Total passenger and proportion of mixed —	
	(a) Coaching vehicles	22,762
	(b) Other vehicles	1,002
	(c) Total	23,764
19 04	Goods Trains —	
	(i) Main lines —	
	(a) Loaded	24,201
	(b) Total	33,653
	(c) Percentage loaded of total	71 9
	(ii) Branch lines —	
	(a) Loaded	662
	(b) Total	1,134
	(c) Percentage loaded of total	58 4
19 05	Mixed trains (goods proportion only) —	
	(a) Loaded	9,897
	(b) Total	13,056
19 06	Grand total (Goods including proportion of mixed)—	
	(a) Loaded	34,760
	(b) Total	47,843
	(c) Percentage loaded of total	72 7
19 07	Departmental —	
	(a) Passenger and total mixed	46
	(b) Goods	793
	(c) Total	839
19 08	Brake Vans —	
	(a) Passenger and total mixed	1,250
	(b) Goods	739
	(c) Total	1,989

No 20 —Statement of Running of Trains and speed of Goods Trains

Item	Heading	Number
		Railway's own trains
	Running of passenger and mixed trains (Traffic) —	
	(a) Mail and important through trains —	
20 01	Total number of trains run	1,825
20 02	Number of trains not losing time	1 764
20 03	Percentage of trains not losing time	96 7
20 04	Average time table speed	20 8
	(b) Suburban trains —	
20 05	Total number of trains run	Nil
20 06	Number of trains not losing time	
20 07	Percentage of trains not losing time	
20 08	Average time table speed	
	(c) Mixed trains —	
20 09	Total number of trains run	17,026
20 10	Number of trains not losing time	16,207
20 11	Percentage of trains not losing time	95 2
20 12	Average time table speed	13 8
	(d) Other passenger trains —	
20 13	Total number of trains run	6,570
20 14	Number of trains not losing time	6,101
20 15	Percentage of trains not losing time	92 9
20 16	Average time table speed	18 2
	Average speed of goods trains —	
	Through goods trains —	
	Train miles per train engine hour —	
20 17	Main lines	14 0
20 18	Branch lines	13 5
20 19	Total	13 8
	All goods trains —	
	Train miles per train engine hour —	
20 20	Main lines	8 89
20 21	Branch lines	10 60
20 22	Total	9 01

No 21—Statement of shunting and Light Running

Item	Heading	Number
21 01	Passenger and proportion of mixed (excluding departmental)— Shunting miles per 100 train miles	6 90
21 02	Light engine miles per 100 train miles	1 51
21 03	Light and assisting not required miles per 100 train miles	2 25
21 04	Goods and proportion of mixed (excluding departmental)— Shunting engine miles per 100 train miles	21 0
21 05	Light engine miles per 100 train miles	5 08
21 06	Light and assisting not required miles per 100 train miles	3 75

No 22—Statement of Engine Usage

22 01	Average Number of Engines— Authorised stock	107
22 02	On line	107
22 03	Under or awaiting repairs	0
22 04	Available for use	14
22 05	Actual number in good repair stored— Maximum number in any one month	
22 06	Minimum number in any one month	
22 07	Average number in use daily on— Passenger service	15
22 08	Mixed service	31
22 09	Goods service	18
22 10	Departmental service	5
22 11	Shunting including siding	10
22 12	Total	79
22 13	Spare	17
22 14	Maximum number in use on any one day	86
22 15	Engine miles per day— Per passenger engine	133
22 16	Per mixed engine	113
22 17	Per goods engine	100
22 18	Per engine in use	105
22 19	Per engine on the line	81
22 20	Net Ton miles— Per goods locomotive day on the line	9 618
22 21	Per goods locomotive day in use	13,606
22 22	Hours worked— Per day per engine available for use	10 9

No 23 —Statement of Loads of Trains

Item	Heading	Number or Tons
AVIRAGL TRAIN LOAD (EXCLUDING DEPARTMENTAL TRAINS)		
Passenger trains —		
23·01	No of vehicles (in terms of four wheelers) No	15
Passenger including proportion of mixed —		
23 02	Gross weight (including weight of engine) Tons	254
Goods trains —		
Main lines —		
23 03	Loaded wagons per train (in terms of four-wheelers) . No	43
23 04	Total wagons per train (in terms of four-wheelers) . No	59
23 05	Percentage loaded of total .	71 9
Branch lines—		
23·06	Loaded wagons per train (in terms of four wheelers) No	13
23 07	Total wagons per train (in terms of four wheelers) No	22
23·08	Percentage loaded of total	58 4
Goods and proportion of mixed (Main and Branch lines) —		
23·09	Net or freight weight Tons	150
23 10	Gross weight (including weight of engine) „	432
23 11	Gross weight (excluding weight of engine) „	381
No 24 —Statement of Vehicles and wagons and their Usages		
Coaching Stock —		
Average authorised stock (in units) —		
24 01	Passenger Carriages . No	279
24 02	Other Coaching vehicles No	97
Average number on the line—		
Passenger Carriages —		
24 03	In Units . No	279
24 04	In terms of four-wheelers No	483
Other Coaching vehicles —		
24·05	In Units No	31
24 06	In terms of four wheelers No	39
24 07	Vehicle miles per vehicle day Miles	119
Goods stock --		
24 08	Average authorised stock (in units) No	2,718
Average number of wagons owned --		
24 09	In units No	2,715
24 10	In terms of four-wheelers . No	2,945
24 11	Average number of wagons on the line daily pooled and non pooled (in terms of four-wheelers) No	2,882
Average wagon load—(In terms of four wheelers)—		
Starting load —		
24 12	Coal and coke (including revenue coal and coke) Tons	11 8
24 13	Heavy merchandise „	8 05
24 14	Light merchandise „	4 85
During the run—		
24 15	All traffic . Tons	6 06
24 16	Wagon miles per wagon day in terms of four-wheelers Miles	43 2
24 17	Net ton miles per wagon day in terms of four-wheelers „	200

No 25 -Statement of Density of Traffic

Item	Leading	Number
25 01	Passenger Miles per annum — Per running track mile	195,698
25 02	Per route mile	195,698
25 03	Net Ton miles per annum — Per running track mile	189,666
25 04	Per route mile	189 666
25 05	Gross ton miles per annum — Per running track mile	744,576
25 06	Per route mile	744,576
25 07	Train miles per running track mile per day (including departmental)	5 99

No 26 (a) —Statement of Repairs of Rolling stock

ENGINES —

Average number under or awaiting repairs daily —

In mechanical workshops —

26(a) 01	Number	3
26(a) 02	Percentage of Item 26(a) 01 to average total number on the line	2 91

In sheds and transportation workshops —

26(a) 03	Number	6
26(a) 04	Percentage of Item 26(a) 03 to average total number on the line	5 83

COACHING STOCK—

Average number under or awaiting repairs daily (in units)—

In mechanical workshops—

26(a) 05	Passenger Carriages	No	18
26(a) 06	Other Coaching Vehicles	No	2
26(a) 07	Percentage of Item 26(a) 05 to average total number on the line		6 45
26(a) 08	Percentage of Item 26(a) 06 to average total number on the line		6 45

In sick lines and transportation workshops—

26(a) 09	Passenger Carriages	No	1 33
26(a) 10	Other Coaching Vehicles	No	0 18
26(a) 11	Percentage of Item 26(a) 09 to average total number on the line		0 48
26(a) 12	Percentage of Item 26(a) 10 to average total number on the line		0 58

GOODS STOCK—

Average number of unserviceable wagons daily (in terms of 4 wheelers)

In mechanical workshops—

26(a) 13	Number	99
26(a) 14	Percentage of Item 26(a) 13 to average number on the line daily	3 44

In sick lines and transportation Workshops—

26(a) 15	Number	29
26(a) 16	Percentage of Item 26(a) 15 to average number on the line daily	1 01

Average number of Hot boxes—(monthly)

26(a) 17	Coaching	3 67
26(a) 18	Goods	26 2
26(a) 19	Coaching hot boxes per 10,000,000 vehicle miles	18
26(a) 20	Goods hot boxes per 1,000,000 wagon miles	6

No 26 (b)—Statement of cost of Repairs and Maintenance of Rolling Stock

Item	Heading	Number		
26 (b) 01	Total equated engine miles	2,100,014		
26 (b) 02	Average number of coaching vehicles on line (in terms of 4 wheelers)	595		
26 (b) 03	Average number of wagons owned (in terms of 4 wheelers) including departmental	3,169		
26 (b) 04	Total cost of repairs and maintenance of— (1) 4 01 Locomotives (ii) 4 02 Coaching vehicles (iii) 4 03 Wagons	In Mechanical workshops	In Transportation Depots	Total
		Rs	Rs	Rs
		1,94,925	2,27,992	4,22,917
		2,03 597	16,981	2,20,578
26 (b) 05	Cost of ordinary repairs and maintenance to locomotives per equated engine mile	1,15 382	39,606	1,54,988
		Locomotives		
		As	As	As
		1 49	1 74	3 23
26 (b) 06	Cost of ordinary repairs and maintenance per coaching vehicle (in terms of four wheelers)	Coaching - Stock		
		Rs	Rs	Rs
		342 2	28 5	370 7
		Wagons		
26 (b) 07	Cost of ordinary repairs and maintenance per wagon (in terms of four-wheelers)	36 4	12 5	48 9

No 27 (a)—Statement of coal consumption

Item	Heading	Amount or Number
Fuel consumed by locomotives —		
27 (a) 01	Foreign Coal Tons	Nil
27 (a) 02	Indian Coal	66,265
27 (a) 03	Wood	241
27 (a) 04	Oil fuel	
27 (a) 05	Total (in terms of coal)	66,361
Fuel consumed for all other purposes, such as, for pumping engines workshops, steamers, etc —		
27 (a) 06	Foreign coal	Nil
27 (a) 07	Indian coal	4,522
27 (a) 08	Wood	Nil
27 (a) 09	Oil fuel	Nil
27 (a) 10	Total (in terms of coal)	4,522
Total fuel consumed—		
27 (a) 11	Foreign coal	Nil
27 (a) 12	Indian coal	70,787
27 (a) 13	Wood	241
27 (a) 14	Oil fuel	Nil
27 (a) 15	Total (in terms of coal)	70,883
Average cost per ton (at Pitsmouth or station of supply)—		
27 (a) 16	Foreign coal	Rs Nil
27 (a) 17	Indian coal	3 49
27 (a) 18	Wood	5 51
27 (a) 19	Oil fuel	Nil
Average cost per ton (including all freight, both rail and sea, from Pitsmouth or station of supply to engine shed from where issued to locomotives)—		
27 (a) 20	Foreign coal	Rs Nil
27 (a) 21	Indian coal	16 47
27 (a) 22	Wood	5 51
27 (a) 23	Oil fuel	Nil

No 27 (b)—Statement of coal consumption by classes of service.

Item	Heading	Amount or Number
27 (b) 01	Passenger and total mixed — Total tons of coal consumed Tons	35 933
27 (b) 01-A	Rail Cars (steam propelled) — Total tons of coal consumed ..	..
27 (b) 01-B	Rail Cars (Internal combustion engine propelled)—Total tons of coal consumed ..	..
27 (b) 02	Passenger and proportion of mixed — lbs of coal consumed per 1,000 gross ton miles lbs	162 1
27 (b) 03	Goods — Total tons of coal consumed .. Tons	22,747
27 (b) 04	Goods and proportion of mixed — lbs of coal consumed per 1,000 gross ton miles lbs	146 8
27 (b) 05	Shunting, including siding (all services) — Total tons of coal consumed Tons	3,044
27 (b) 06	lbs per engine mile lbs	30 2
27 (b) 06-A	Locomotives on miscellaneous services—Total tons of coal consumed Tons	2,240
27 (b) 07	Departmental — Total tons of coal consumed .. Tons	2,397
27 (b) 08	Total tons of coal used on all locomotive services Tons	66,361
27 (b) 09	Fuel consumed for other than locomotive purposes— Water pumping stations ,	2,283
27 (b) 10	Electric generating stations ,	
27 (b) 11	Miscellaneous purposes ..	2,239
27 (b) 12	Total ..	4,522

No 28 —Statement of Efficiency

Item	Heading	Amount or Number
	Goods and proportion of mixed — Wagon miles —	
28 01	Per shunting engine hour (excluding departmental)	854
28 02	Per engine hour (including departmental) ..	403
28 03	Net ton miles (excluding weight carried in departmental trains)— Per engine hour including departmental .	892
28 04	Gross ton miles (including weight of engine)— Per engine hour including weight of engine and departmental	2,170
28 05	Per train engine hour excluding weight of engine and departmental	4,215

No 29—Statement of Commodities

Item	Commodity	Quantity originating on home line whether local or Foreign	Other traffic	Total	Earnings from each Commodity
	FUEL—	Tons	Tons	Tons	Rs
29 01	Coal and Coke and Patent fuel— For the Public	2	13.9	14.1	37.5
29 02	For Foreign Railway and Home Line construction		2.9	2.9	2.6
29 03	Total	2	16.8	17.0	40.1
29 04	Oil fuel	2	5.8	6.0	133.8
29 05	Firewood and other fuel	15.5	1.0	16.5	43.5
	HEAVY MERCHANDISE—				
29 06	Rice in the husk	1.1	2	1.5	6.5
29 07	Rice not in the husk	7.4	19.6	27.0	2,72.6
29 08	Gram and Pulse	7.4	32.7	40.1	2,98.9
29 09	Wheat	88.2	39.4	127.6	9,85.7
29 10	Jawar and Bajra	6.7	25.0	31.7	2,90.8
29 11	Other grains	1.7	21.1	22.8	1,22.9
29 12	Marble and stone	112.7	7.3	116.0	4,30.1
29 13	Salt	63.8	5	34.3	3,31.3
29 14	Sugar, refined and unrefined	4.4	31.4	35.8	3,32.7
29 15	Wood unwrought	1.1	7.8	8.9	50.7
29 16	Metallic Ores				
29 17	Oil seeds	81.0	9.3	90.3	8,55.3
29 18	Cotton, raw, pressed	53.7	8.5	62.0	7,99.5
29 19	Petrol (in bulk)		3.8	3.8	1,92.2
29 20	Kerosine oil in (bulk)		1.4	1.4	42.3
29 21	Molasses (in bulk)	8		8	1.7
29 21 (a)	Cement	7	3.3	9.0	53.6
29 22	Total heavy merchandise	430.7	212.1	642.8	50,70.8
	LIGHT MERCHANDISE—				
29 23	Cotton, raw, unpressed	30.2	7	30.9	2,01.3
29 24	Cotton manufactured	1.9	14.9	16.8	2,96.3
29 25	Fodder	15.5	11.9	27.4	1,82.0
29 26	Fruits & vegetables fresh	11.1	12.0	23.1	1,44.0
29 27	Gur, Jagree, Molasses, etc (not in bulk)	8	20.6	24.4	2,59.4
29 28	Jute Raw		1		4
29 29	Iron and steel wrought	2.8	10.5	13.3	2,10.0
29 30	Kerosine Oil (in tins)	2	7.2	7.4	1,70.5
29 31	Petrol (in tins)	1.0	8	1.8	48.4
29 32	Tobacco	7	4.8	5.5	1,00.7
29 33	Provisions	4.1	19.5	23.6	3,41.6
29 34	Manures (all kinds)		1.1	1.1	6.6
29 35	TOTAL LIGHT MERCHANDISE	68.3	107.1	175.4	19,61.2
29 36	OTHER COMMODITIES	88.7	46.0	134.7	12,33.7
29 37	TOTAL GENERAL MERCHANDISE	587.7	365.2	952.9	82,65.7
29 38	Military traffic		18.8	18.8	1,94.5
29 39	Live Stock	1.8	3	2.1	31.1
29 40	Railway Materials	49.6	6.8	56.4	42.4
	Materials and stores on Revenue Accounts—				
29 41	Fuel	6.6	91.7	98.3	2,55.6
29 42	General stores and materials	136.3	4.3	140.6	62.8
29 43	TOTAL	142.9	96.0	238.9	3,18.4
44	TOTAL ALL COMMODITIES	797.9	510.7	1,308.6	90,69.5

No 30—Working Expenses

TABLE A

Maintenance of Structural Works

Reference to Accounts		Details	Total Amount	(a) Per equated track mile	(b) Per 100 lineal feet of opening per track	(c) Per 100 square feet of plinth area per floor	(d) per lever	(e) Per train mile	(f) Percentage of total working expenses)
Abstract and minor head	Sub-head			Total equated track miles	Total lineal feet	Total square feet of plinth area service buildings (997,289) Residential staff quarters (1,460,871)	Total number of lever	Total train miles	
				(779.14)	(21,373)	(1,460,871)	(1,961)	(2,464,624)	(71,38,462)
A-I		1100	Rs	Rs	Rs	Rs	Rs	As	
		GENERAL ADMINISTRATION							
		Pay and leave salary—							
		1110 Administrative and executive officers (Total)	85,178	109.3					1.19
		1120 Subordinate supervising staff (Total)	51,254	65.8					0.72
		1130 Office staff (Total)	55,713	71.5					0.78
		1200—1800 Other items (Total)	24,592	31.6					0.35
		Total General Administration (A I Total)	2,16,737	278.2					3.04
II		2100							
		REPAIRS AND MAINTENANCE							
		Structural works — Repairs and Maintenance—							
		2110 Track (including sidings other than workshop sidings)—Ordinary	5,12,560	657.9					7.18
		2120 and 2130 Bridges (including foot and road bridges)—Ordinary	22,163		103.7				0.31
		2150 Service Building—Ordinary	18,739			1.88			0.26
		2160 Residential Staff quarters Ordinary	56,920			3.90			0.60
		2140 2170, 2180 and 2190 Other items (Total)—Ordinary	12,913	16.6					0.18
		Structural works—Total repairs and maintenance (2100 Total—Ordinary)	6,23,295	800.0					8.73
		Structural works—Total Special repairs and maintenance (2100 Total—Special)	27,295	35.0					0.33
		Structural works—Total (2100)	6,50,590	835.0					9.11
		2200 Equipment—							
		2250 Signal and Interlocking Works { Ordinary repairs and maintenance	17,840				9.10	0.12	0.25
		{ Special repairs and maintenance	74				0.03	0.00	0.00
		Equipment—Total (2200)	73,709	94.6					1.03
		2300 Conservancy of rivers	1,649	2.50					0.03
		2400 Plantations, Nurseries and Gardens	2,725	3.50					0.04
		2500 New Minor Works	45,008	57.8					0.63
		2600 Miscellaneous Expenses	6,593	8.46					0.09
		2800 Replacements and Renewals expenditure in respect of Dnrbar line (Jodhpur Section)							
		2900 Replacement to the Depreciation Reserve Fund for the Harding Bridge Protection works and Earthquake damages							
		Total Repairs and Maintenance (A II—Total)	7,80,574	1,001.8					10.9
IV									
		Appropriation to Depreciation Reserve Fund (A IV—Total (a))	7,86,053	1,008.9					11.0
		Total Working expenses Abstract A	17,83,364	2,286.9					25.0

(a) Includes—(1) Replacement and Renewal in respect of Jodhpur Railway

Rs
6,00,038

(u) Appropriation to Depreciation Reserve Fund in respect of Jodhpur Hyderabad railway

1,86,015

Total

No. 30.—WORKING EXPENSES—(Contd.)

TABLE B.

Maintenance and Supply of Locomotive Power

REFERENCE TO ACCOUNTS		DETAILS	(a)	(b)	(c)	(d)	(e)
Abstract and minor head	Sub-head		Total Amount	Per Engine mile	Per 1,000 gross ton miles	Per train mile	Percentage of total working expenses
				Total engine miles 3,026,691	Total gross ton miles 838,141,517	Total train miles 2,463,135	
B-1		GENERAL ADMINISTRATION (B I—Total) ..	Rs 1,31,316	As 0 69	Rs 0 16	As 0·85	1·84
II		REPAIRS AND MAINTENANCE					
	2100	Locomotives—					
		2110 Running repairs	2,27,992	1 21	0 27	1 48	3 19
		2120 Workshop repairs	1,95,322	1 03	0 23	1·27	2 74
		(Outturn from manufacture suspense)					
	2200	Equipment—(Total)	47,630	0 25	0 06	0 31	0 67
	2300	New Minor Works	5,643	0 03	0 01	0 04	0 08
		Total Repairs and Maintenance (B II—Total) .	4,76,587	2 52	0 57	3 10	6·68
		OPERATING EXPENSES					
III	3100	Running Staff—(Total)	2,68,432	1 42	0 32	1 74	3·76
	3200	Fuel—(Total)	11,57,982	6·12	1·38	7 52	16 22
	3300	Water	1,18,134	0 62	0 14	0 77	1 65
	3400	Oil, tallow and other stores ..	33,766	0 18	0 04	0 22	0 47
		Total (3300 and 3400)	1,51,900	0 80	0·18	0 99	2 12
	3500	Payments to other Railways—(Total)	—17,936	—0 09	—0 02	—0·12	—0 25
	3600	Miscellaneous expenses—(Total)	21,067	0 11	0 02	0·14	0 30
		Total Operating Expenses (B III Total) .	15,81,445	8 36	1 88	10·27	22·2
IV		Appropriation to Depreciation Reserve Fund (B IV—Total) .	71,750	0 38	0·09	0·47	1 01
		Total Working Expenses—Abstract B ..	22,61,098	11·9	2 70	14 7	31 7

* Includes—Replacement and Renewal in respect of Jodhpur Railway

Rs 56,861

Appropriation to Depreciation Reserve fund in respect of Jodhpur—Hyderabad Railway

. " 14,899

Total . " 71,750

No 30 —Working Expenses.—(contd)

TABLE C

Maintenance of Carriage and wagon Stock.

Reference to Accounts		Details	(a)	(b)*	(c)	(d)
Abstract and minor head	Sub head		Total Amount	Per 1,000 vehicle miles run by home & foreign vehicles	Per train mile	Percentage of total working expenses
				Total vehicle miles (72,450,925)	Total train miles 2,464,624	71,38,452
			Rs	Rs	As	
C-I		GENERAL ADMINISTRATION—(C I—TOTAL) ..	1,11,621	1 54	0 73	1 56
II		REPAIRS AND MAINTENANCE				
	2100	Coaching vehicles —				
		2110 Running Repairs .	16,152	0 68	0 10	0 23
		2120 } Workshop repairs ..	2,05,142	8 62	1 33	2 87
		and 2130 }				
		(Outturn from Manufacture Suspense) Passenger Carriages and other Coaching vehicles				
	2200	Rail Cars—Total . ..		..	.	..
	2300	Goods wagons—				
		2310 Running Repairs . .	40,572	0 83	0 26	0 57
		2320 Workshop Repairs— (Outturn from Manufacture Suspense) ..	1,19,531	2 46	0 78	1 67
	2400	Payments to and receipts from foreign Railways on account of damage to and deficiencies in interchange stock . .	—5,114	—0 07	—0 03	—0 07
	2500	Equipment—Total .	19,779	0 27	0 13	0 28
	2600	New Minor works . . .	32,552	0 45	0 21	0 46
		Total Repairs and Maintenance (C II—Total) .	4,28,614	5 92	2 78	6 01
III		OPERATING EXPENSES				
	3100	Inspection of running vehicles—Total	55,824	0 77	0 36	0 78
	3200	Rail Cars—Total ..	.			
	3300	Payments to other Railways—Total			.	..
	3600	Miscellaneous—Total	1,607	0 02	0 01	0 02
		Total Operating Expenses (C III—Total) ..	57,431	0 79	0 37	0 80
IV		Appropriation to Depreciation Reserve Fund (C IV —Total) †	58,007	0 80	0 38	0 81
		TOTAL WORKING EXPENSES—ABSTRACT C	6,55,673	9 05	4 26	9 18

* Represents vehicle miles in terms of 4-wheelers for this purpose

One 6 wheeler	=One 4-wheeler	} Coaching Vehicle miles	23,810,496
One bogie	=two 4-wheelers		48,635,962
			4,467
One 12-wheeler	=three 4 wheelers		Total
			72,450,925

† Includes Replacement and Renewal in respect of Jodhpur Section 37,202

Appropriation to Depreciation Reserve fund in respect of Jodhpur Hyderabad Railway (British Section) 20,805

Total 58,007

No 30 —Working Expenses —(Contd)

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours —Nil

TABLE E.

Expenses of Traffic Department

Reference to Accounts		Details	(a)	(b)	(c)
Abstract and minor head	Sub-head		Total Amount	Per tram mile Total train miles 2,464,624	Percentage of total working expenses 71,38,452
E —I		GENERAL ADMINISTRATION—(E I—TOTAL) ..	Rs 1,70,845	As 1 11	2.39
II		REPAIRS AND MAINTENANCE			
	2100	Equipment—Total .	27,130	0 18	0 38
		Total Repairs and Maintenance (E II) .	27,130	0 18	0.38
III		OPERATING EXPENSES			
	3100	Pay, Wages and Allowances —			
		3101 General operating staff (Inspectors, Canvassers, etc) .	23,425	0 15	0.33
		3102 Station Staff .	3,71,854	2 41	5.21
		3103 Train Staff .	80,940	0 53	1.14
		3104 Mileage and Overtime of train staff ..	36,557	0.24	0.51
		3105 Travelling Ticket Examining staff	25,531	0 17	0 36
	3200	Stores, Stationery, Forms, etc —			
		3201 Fires, lights and general stores for stations and Traffic yards ..	32,257	0.21	0 45
		3202 Water and General stores in trains .	16,428	0 11	0.23
		3203 Clothing ..	13,748	0 09	0.19
		3204 Stationery, Forms and Tickets	41,590	0.27	0 58
	3300	Expenses on handling, collection and delivery of goods—Total	74,428	0 48	1.04
	3400	Expenses at out agencies	5,390	0 03	0 08
	3500	Payments to other railways—Total .	55,456	0 36	0.78
	3600	Conference hire and penalty charges on inter-changed stock .	—5,257	—0 03	—0.07
	3700	Compensation for goods, etc lost or damaged	12,984	0 08	0 18
	3800	Miscellaneous Expenses—Total	—1,142	—0 01	—0 02
		Total Operating Expenses (E III) -	8,19,890	5 32	11 5
		TOTAL ABSTRACT E	10,17,865	6 61	14 3

* Includes Rs 35,701 for item 3106 of expenditure not appearing in this statement.

No. 30.—Working Expenses —(Contd.)
TABLE F.— Expenses of General Departments.

Reference to Accounts		DETAILS	(a)	(b)	(c)
Abstract and Minor head	Sub head		Total Amount	Per train mile	Percentage of total working expenses
				Total train miles (2,464,624)	
					71,38,452
F-I		GENERAL ADMINISTRATION	Rs	As	
	1100	London Boards			..
	1200	Charges in India for Government supervision, control and audit		..	
	1300	Agent's and Divisional Superintendent's Offices	79,194	0 51	1 11
	1400	Accounts and Audit Department	2,07,347	1 34	2 90
	1500	Stores Department	80,269	0 52	1 12
	1600	Cash and Pay Department	13,695	0 09	0 19
	1700	Medical Department	31,841	0 21	0 45
	1800	Police ..	39,840	0 26	0 56
	1900	Miscellaneous expenses	—98	0 00	0 00
		TOTAL GENERAL ADMINISTRATION (F-I)	4,52,088	2 93	6 33
II		REPAIRS AND MAINTENANCE			
	2100	Equipment ..	4,078	0 03	0 06
		TOTAL REPAIRS AND MAINTENANCE (F-II) ..	4,078	0 03	0 06
		TOTAL ABSTRACT F	4,56,166	2 96	6 39

No. 30 —Working Expenses —(Contd.)
TABLE G —Miscellaneous Expenses

G-I		GENERAL ADMINISTRATION	Rs	As	
	1100	Law charges (less costs recovered) ..	1,091	0 01	0 02
	1200	Rents, Rates and Taxes —			
		1201 and 1202 Rents of buildings and lands—total		..	..
		1203 Rates and taxes	6,000	0 04	0 08
	1300	Contribution to Provident Institutions ..	1,60,042	1 04	2 24
	1400	Gratuities	52,913	0 34	0 74
	1500	Compensation (other than those included in E. III).	2,188	0 01	0 03
	1600	Educational grants	3,585	0 02	0 05
	1700	Health and welfare service	21,571	0 14	0 30
	1800	Publicity expenses	2,193	0 02	0 03
	1900	Miscellaneous items,—			
		1910 Fire protection of railway property	1,073	0 01	0 02
		1920 Expenses in connection with the I R C A	5,016	0 03	0 07
		1930 Miscellaneous contributions and grants	4,500	0 03	0 06
		1940 Sundry losses or gains		.	..
		TOTAL GENERAL ADMINISTRATION (G-I) ..	2,38,340	1 55	3 34
III		OPERATING EXPENSES			
	3100	Indian charges and stores, excluding fuel etc	49,927	0 32	0 70
	3200	Catering Department ..	4,249	0 03	0 06
	3300	Miscellaneous expenses ..	3,53,365	2 29	4 95
		TOTAL OPERATING EXPENSES (G-III) .	4,07,541	2 64	5 71
		TOTAL ABSTRACT G ..	6,45,881	4 19	9 05

* Includes Rs —21,832/- of item 1950 of expenditure not appearing in this statement

No 30 —Working Expenses.—(Contd.)

TABLE H.

Expenses of Electrical Department.

Reference to Accounts		Details	(a)	(b)	(c)	(d)
Abstract and minor head	Sub-head		Total Amount.	Per 1,000 vehicle miles run by home and foreign vehicles	Per train mile	Percentage of Total working expenses
				Total vehicle miles (72,450,925)	Total train miles (2,464,624)	(71,28,452)
			Rs	Rs	As	
H-I		GENERAL ADMINISTRATION—(TOTAL H I)	4,775	0.07	0.03	0.07
II		REPAIRS AND MAINTENANCE				
	2100	Electrical Traction —				
		2110 Sub Stations —				
		(2111) Running Repairs	.			
		(2112) Workshop repairs				
		(2113—15) Transmission lines and traction control telephone wires	.			
	2120	Overhead Equipment —				
		(2121) Running repairs				..
		(2122) Workshop repairs				
		Total (2110 and 2120)				
	2130	Rolling Stock traction equipment —				
		Running Repairs				
	2131	Multiple Unit stock	.			
	2132	Electric Locomotive				
	2133	Battery Locomotive				
		Workshop Repairs				
	2134	Multiple Unit				
	2135	Electric Locomotive				
	2136	Battery Locomotive				
	2140	Body work, under frames, bogies, etc —				
		(2141) Running repairs				
		(2142) Workshop repairs				
	2150—80	Total other items	.		..	.
		Total (2100)				
	2200	Electric General Services —				
		2210 Electric Plant and Equipment	60,940	0.84	0.40	0.85
		2220 Miscellaneous Equipment	1,778	0.03	0.01	0.02
		2230 New Minor Works				
		Total (2200)	62,718	0.87	0.41	0.87
	2300	Electric Communication Services —				
		2310 Train Movement Instruments and Apparatus	1,08,895	1.50	0.71	1.53
		2320 Communication circuits and Apparatus	3,007	0.04	0.02	0.04
		2330 Miscellaneous Equipment	109	0.00	0.00	0.00
		2340 New Minor Works	1,822	0.03	0.01	0.03
		Total (2300)	1,13,833	1.57	0.74	1.60
		Total Repairs and Maintenance (H II)	1,76,551	2.44	1.15	2.47
III		OPERATING EXPENSES				
	3100	Electric Traction —				
		3110 Running staff	.			
		3140 Electric current				
		3150 Examiners, cleaners, oilers, etc				
		3160 Oil waste and other stores				
		3170 Miscellaneous Expenses				
		Total (3100)	.			
	3200	General Services —				
		3210 Supply of energy for Power and Lighting	1,01,317	1.40	0.66	1.42
		3220 Other operating labour and Stores	272	0.00	0.00	0.00
		3230 Miscellaneous Expenses	—45	0.00	0.00	0.00
		3240 ***	—42,211	—0.55	—0.27	—0.50
		Total (3200)	59,333	0.82	0.39	0.83
	3300	Communication services —				
		3310 Train Movement Instruments and Apparatus	43,662	0.60	0.28	0.61
		3320 Communication circuits and Apparatus	34,461	0.45	0.22	0.45
		Total (3310 and 3320)	78,113	1.05	0.50	1.06
		3330 Miscellaneous	—367	—0.01	—0.00	—0.00
		Total (3300)	77,746	1.07	0.50	1.06
		Total Operating Expense (H. III)	1,37,070	1.89	0.89	1.92
IV		Appropriation to Depreciation Reserve Fund (H IV Total)				
		TOTAL WORKING EXPENSES—				
		ABSTRACT H.	3,18,405	4.40	2.07	4.46

Energy supplied for works and purposes not chargeable to Revenue

No 30 — Working Expenses —(concl'd.)

TABLES A To H.

Summary.

Details	Total Amount	Percentage of total	Remarks
1	2	3	4
	Rs		
I —General Administration .	13,25,722	18 6	
II —Repairs and Maintenance .	18,93,534	26 5	
III —Operating expenses ..	30,03,386	42·1	
IV —Appropriation to Depreciation Reserve Fund—	9,15,810	12·8	
Total ..	71,38,452	100·00	

* Includes Rs 6,94,101/- on account of Replacement and Renewals in respect of Darbar line viz Jodhpur Section and Rs 2,21,709/- on account of Appropriation to Depreciation Reserve Fund in respect of Jodhpur-Hyderabad Railway (British Section)

No 31 —Statement of Oil Consumption

Item	Heading	Number.
	Lubricating oil used on engines (excluding shunting, siding and departmental)—	
31 01	Total pints—(Passenger and mixed services) ..	115,889
31 02	Total pints—(Goods services) .	34,592
31 03	Pints per 100 engine miles—(Passenger and mixed services) .	5 77
31 04	Pints per 100 engine miles—(Goods services) .	5·27
	Lubricating oil used on coaching, goods and departmental vehicles—	
31 05	Total pints	51,816
31 06	Pints per 1,000 vehicle miles (Passenger and Goods) in terms of 4 wheelers	0·70

No 32—Statement of Electric multiple unit Suburban train Statistics for 1940-41—Nil.

No. 33 Statement of Rail Cars (steam propelled and Internal Combustion Engine propelled) performance.

Item	H e a d i n g				Meter Gauge 3' — 3 $\frac{3}{8}$ "
	Rail Car performance				
	(1) Steam propelled				
33-01	Average authorised stock (in terms of units)—				}
	(a) Rail cars	.	..	..
	(b) Trailer Coaches	.	..	..
33-02	Average number on the line (in terms of units) —				
	(a) Rail Cars	.	..	.
	(b) Trailer Coaches	.	..	..
33-03	Mileage performed —				}
	(a) Car miles	.	.	..
	(b) Trailer Coach miles	.	.	..
	(c) Total (a + b )	.	.	..
	(d) Total seat miles (Car and Trailer )	.	.	..
33-04	Car miles per car day				
	Car failures —				
33-05	Number	.	..	..	}
33-06	Car miles per car failure	..	.	..
33-07	lbs of coal consumed per 1,000 seat miles	.	.	..
	(11) Internal Combustion Engine Propelled.				
33-08	Average authorised stock (in terms of units) —				
	(a) Rail Cars	.	.	..	1
	(b) Trailer Coaches	.	.	..
33-09	Average number on the line (in terms of units) —				
	(a) Rail Cars	.	.	..	1
	(b) Trailer Coaches	.	..	..	..
33-10	Mileage performed —				
	(a) Car miles	..	..	..	4,467
	(b) Trailer Coach miles	..	.	..
	(c) Total (a + b )	.	..	.	4 467
	(d) Total seat miles (Car and Trailer)	.	.	..	53,604
33-11	Car miles per car day				12 2
	Car failures —				
33-12	Number	.	.	..	.
33-13	Car miles per car failure
33-14	Gallons of fuel consumed per 1,000 seat miles				7 93

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SECTION IV.

APPENDICES

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JODHPUR RAILWAY

VII. Staff—Number and annual cost of total staff I to IV and VI employed on Jodhpur Railway, on 31st March, 1941 as compared with 31st March, 1940.

Department	Year	NUMBER ON 31st MARCH											COST OF STAFF.					
		I N D I A N S											Grand Total columns 3+11	Pay and Leave Salary	T. A. and other Comp Alices	Passages	Total.	
		H i n d u s					Anglo- Indians and domiciled Europeans	Sikhs	Indian Christians	Paras	Other Communi- ties	Total columns 4 to 10						
		Europeans	Other than Depressed classes	Depressed classes	Mushms	4 (ii)												5	6	7	8	9	10	11
1	2	3	4 (i)	4 (ii)	5	6	7	8	9	10	11	12	13	14	15	16		
Combined figures for open line and construction	(a) Agency	1940-41	2	50	3	5				1		59	61	76,070	762		76,832	
	(b) Accounts	1939-40	2	51	3	3					1		58	60	74,115	1,022		75,137
		1940-41		214		16	1	1		3			235	235	1,62,968	6,519	47	1,69,534
		1939-40		202		19	1	1		2			225	225	1,51,333	5,363	337	1,57,030
	(c) Engineering	1940-41	3	2,619	483	490							3,594	3,597	8,22,304	4,448		8,26,752
		1939-40	3	2,498	864	550							3,917	3,920	8,82,749	4,611		8,86,676
		1940-41	3	1,373	79	197					11		1,661	1,664	7,17,649	39,116	—684	7,56,765
	(d) Commercial	1939-40	3	1,337	92	204	1	1	13				1,648	1,651	6,73,063	36,952		7,10,015
		1940-41	8	1,023	271	976	17	8	70	2			2,375	2,383	10,77,901	5,063	—490	10,82,474
	(f) Mechanical Engineering	1939-40	9	1,003	256	938	18	17	64	2			2,306	2,315	10,52,278	4,545	1,148	10,57,971
		1940-41		138	6	21	1		5				171	171	76,110	1,337		77,447
		1939-40		134	8	23	1		5				171	171	76,081	1,417		77,478
	(h) Medical	1940-41		24	3	1		1	1				30	30	13,190	4,807		17,997
		1939-40		25	3			1					30	30	16,386	1,501		17,887
		1940-41	1	53	4	36			1				94	95	1,28,587	276		1,28,843
	(i) Electrical	1939-40	1	51	4	39			1				95	96	1,20,873	357		1,21,230
		1940-41		110		32							142	142	24,929			24,929
1939-40			100		26							126	126	23,023			23,023	
(k) All other Departments	1940-41		12	81	8							101	101	29,961			29,961	
	1939-40		12	80	7							99	99	29,061	558		29,619	
	1940-41	17	5,616	930	1,782	19	13	92	2			8,462	8,479	31,29,649	62,828	—443	31,91,534	
(l) Total	1939-40	18	5,413	1,310	1,809	21	25	87	2			8,675	8,693	30,98,942	56,326	801	31,56,069	
	1940-41																1,60,042	
	1939-40																1,63,516	
(m) P F Contribution	1940-41																62,913	
	1939-40																46,594	
	1940-41																34,01,489	
(n) Indian Audit, and Accounts Service (or Deptt.)	1939-40																33,66,179	
	1940-41																31,184	
	1939-40																30,357	
(p) Grand Total	1940-41	17	5,616	930	1,782	19	13	93	2			8,463	8,480	31,60,681	62,580	—443	34,35,673	
	1939-40	18	5,413	1,310	1,809	21	25	88	2			8,676	8,694	31,28,994	56,631	801	33,96,536	
	1940-41	17	5,230	930	1,771	19	13	93	2			8,086	8,093	31,07,662	62,580	—443	33,82,754	
(r) Total No & Annual cost— (i) Open Line (ii) Construction	1939-40	18	4,934	1,050	1,723	21	24	88	2			7,900	7,918	29,95,601	56,631	801	32,63,143	
	1940-41		386		11							397	397	52,919			52,919	
	1939-40		429	260	86		1					776	776	1,33,393			1,33,393	

Combined figures for open line and construction

TABLE No 1

RAILWAY

[illegible]

APPENDIX D —(Contd)

TABLE No 2 —TRAIN ACCIDENTS

Accidents to Trains, Rolling-Stock and Permanent Way, etc., reported during the year ending with the 31st March 1941, as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents

	Number			No of passengers		No of servants		Others		Total all classes	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890)	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 Collisions between passenger trains or parts of passenger trains											
2 Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line											
3 Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed											
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line		2	2								
5 Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed											
6 Collisions between light engines											
7 Derailments of passenger trains — (a) Due to trains travelling in the wrong direction through points (b) Other causes	2 4		2 4								
8 Other derailments — (a) Due to trains travelling in the wrong direction through points (b) Other causes		3	3								
9 Accidents due to failures of engines and rolling stock — (a) Failures of engines due to faulty design, material or workmanship in the mechanical Department (1) Boilers and tubes (To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise) (2) Machinery, springs, etc (To include all failures of engine on trains when the delay to trains is an hour or over Failures when merely shunting in yards are not to be included) (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff (1) Boilers and tubes (To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise)		4 23	4 23								
Carried Over	6	32	38								

TABLE No. 2.—TRAIN ACCIDENTS—(Concluded)

	Number			No of passengers.		No of servants		Others.		Total all classes	
	Accident reported to Local Government under Section 83 of the Indian Railways Act, 1900 (IX of 1900)	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Brought forward	6	32	38								
(2) Other causes		4	4								
(To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included)											
(c) The failures of tyres											
(d) The failure of wheels											
(e) The failure of axles											
(f) The failure of brake apparatus											
(g) The failure of couplings and draft gear.		28	28								
(h) Other Rolling Stock failures To include all failures to rolling stock which are not covered by items (a) to (g)		2	2								
10 Accidents, due to failure of permanent way, etc.—											
(a) Broken rails											
(b) The failures of tunnels, bridges, viaducts, culverts, etc											
(c) The flooding of portions of permanent way											
(d) Slips in cuttings or embankments	5		5								
11. Accidents due to fire—											
(a) Fire in trains											
(b) Fire at stations or involving injury to bridges or viaducts											
12 Other accidents —											
(a) Passenger trains travelling in the wrong direction through points but not derailed											
(b) Trains running over cattle on the line		14	14								
(c) Train wrecking (when as a result of wilful obstruction or tampering with the permanent way, formation structure or equipment of a train or portion of a train is derailed or seriously damaged)		..									
(d) Attempted train wrecking—(when wilful obstruction, or tampering with the permanent way formation, structures or equipment if detected, which if not remedied is likely to have resulted in an accident to a train, but no accident has actually occurred)											
(e) Train running into road traffic at level crossings—(when road vehicles have not been wilfully placed on the track so as to bring the accident within either sub paragraph (c) or (d) above)		6	6								
(f) Trains running over obstructions not covered by circumstances mentioned in sub paragraphs (c), (d) & (e) above—(when such obstructions have not been wilfully placed on the track e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted or are not likely to have resulted in an accident to a train)		2	2			..	.			.	..
(g) Miscellaneous		..			..		
Total	11	48	99								..

Note—Average No. of persons employed—5,167

APPENDIX D —(contd)

TABLE No 3

Return of persons (a) reported during the year ending with the 31st March 1941, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned

	NUMBER OF PASSENGERS		NUMBER OF SERVANTS		OTHERS		TOTAL ALL CLASSES	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 While ascending or descending steps at Stations								
2 By being struck by barrows, or by falling over packages, etc., on platform								
3 From falling off platforms								
4 Whilst loading, unloading or sheeting wagons								
5 Whilst moving or carrying goods at stations, etc								
6 Whilst working at cranes or capstans								
7 By the falling of wagon doors, lamps, bales of goods, etc			..					
8 From falling off, or when getting on or off stationary engines or vehicles								
9 From falling off platforms, scaffolds, ladders, etc								
10 By stumbling whilst walking on the line or platforms								
11. Whilst attending to stationary engines in sheds								
12 By being trampled on or kicked by horses								
13 Whilst working on the line or in sidings								
14 Miscellaneous			2	2			2	2
Total			2	2			2	2

(a) See rules 11 and 12 of Railway Board's Notification No 390-5 T-23 of 29th August, 1923

APPENDIX D —(Contd)

TABLE No 4

Return of accidents occurring during the year ending with the 31st March, 1941 on the Jodhpur Railway

N B —Accidents entered in Table No 4 are not to be entered in any other tables of the return

	Number of accidents	SERVANTS		OTHERS	
		Killed	Injured	Killed	Injured
1 In railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered)	20		20		
2 On new works not opened for traffic					
3. On lines under construction					
4 On lines not used for the public carriage of passengers, animals and goods					
5 The steamers or flats working in connection with the railway					
Total	20		20		

APPENDIX D —(Concluded)

TABLE No 5

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1941, on the Jodhpur Railway

CAUSE	MOVEMENT CASES			
	Killed	Percentage	Injured	Percentage
1 Misadventure or accidental	3	100%	3	100%
2 Want of caution or misconduct on the part of the injured person				
3 Want of caution or breach of rules, etc., on the part of servants other than the persons injured				..
4 Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working	..			
5 Defective apparatus appliances, etc., or want of sufficient appliances, safeguards, etc			..	
Total	3	100%	3	100%

APPENDIX E.

Statement of rolling stock fitted with automatic brakes, vehicles, lighted by gas or Electricity and lower class carriages provided with latrine accommodation on the 31st March, 1941

Item	Rolling	Number or percentage
1	Gauge	Metric
	<i>Locomotives —</i>	
2 01	Total number on the line	103
2 02	Number fitted with automatic brakes	90
2 03	Percentage of total	87.4
	<i>Coaching vehicles (including brake vans used exclusively on passenger service) —</i>	
3 01	Total number	371
3 02	Number braked	137
3 03	Percentage of total	36.9
3 04	Number piped	29
3 05	Percentage of total	7.8
	<i>Goods vehicles (including brake vans used indiscriminately on passenger mixed or goods service but excluding cranes and their dummy trucks) —</i>	
4 01	Total number	2,903
4 02	Number braked	210
4 03	Percentage of total	7.2
4 04	Number piped	212
4 05	Percentage of total	7.3
	<i>Passenger Vehicles —</i>	
5 01	Total number on the line	333
5 02	Number fitted for lighting with gas	
5 03	Percentage of total	
5 04	Number fitted for lighting with electricity	330
5 05	Percentage of total	99.3
	<i>Lower class carriages provided with latrine accommodation —</i>	
	<i>Intermediate class —</i>	
6 01	Total number	1
6 02	Number provided with latrine accommodation	100%
6 03	Percentage of total	
	<i>Third Class —</i>	
6 04	Total number	6
6 05	Number provided with latrine accommodation	6
6 06	Percentage of total	100%
	<i>Composites containing intermediate or third class accommodation —</i>	
6 07	Total number	128
6 08	Number provided with latrine accommodation	128
6 09	Percentage of total	100%
6 10	Total number of lower class carriages	237
6 11	Number provided with latrine accommodation	237
6 12	Percentage of total number	100%

Item No 2 01—No 103 includes one engine employed for shunting in shops

Item No 3 01—Excludes—

(i) State Saloons

(ii) Relief or Accident vans

8
5

Includes—

(i) Officers Saloons Bogie

(ii) Officers Saloons 4-wheeled

(iii) Inspectors Rest vans 4 wheeled

(iv) Drivers or Train crews rest van and 1 welding plant operating staff rest van 4-wheeled

4
13
7
22

Item No 3 02—Excludes Accident van Bogie

Item No 3 04—Excludes Relief or Accident vans 4 wheeler

Item No 4 01—Excludes 1 crane and its Dummy truck

Item No 4 01—Includes Departmental wagons such as—

Water tanks travelling

Store vans

Wheel Van

Open and covered wagons 4-wheeler for moving scrap material between shops and stores

Covered wagon for welding plant

Covered wagons for housing Motor Trolleys

Low sided open wagons with small tank

1
4
2
53
6
1
5
1
7
5

88

Item No 5 01—Includes 4 Dining Cars Bogie

Item No 6 07—Includes 1st and 2nd class forming part of the whole carriage including Inter and 3rd class as—

1st, 2nd and Inter class bogie

1st, 2nd, Inter and 3rd class bogie

2nd and Inter class 4 wheeler

2nd, Inter and 3rd class bogie

9
19
3
~

33

APPENDIX F

Statement showing the cost of the Police Force and Watch and Ward staff for the year 1940-41

Item	H e a d i n g				Amount
1	<i>Cost of the Police Force—</i> Contribution to Provincial Governments for Police				Rs 9,523
2	<i>Cost of Watch and Ward Staff—</i>				
2 01	Watchmen				24,929
2 02	Contingencies				5,388
3	Total cost to the Railway				39,840
4	<i>Total cost—</i>				
4 01	Per route mile				35 39
4 02	Per train mile				0 02